

Neighborhood Partnerships for Community Research

...a program of the Center for Urban and Regional Affairs (CURA)

THE GREEN LINE WALKABILITY SURVEY Routes to Rails in the Central Corridor

Prepared in partnership with
District Councils Collaborative of Saint Paul and Minneapolis
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WALKABILITY SURVEY EXECUTIVE SUMMARY

BACKGROUND ON THE GREEN LINE AND THE WALKABILITY SURVEY

In 2014, the 11-mile light rail Green Line will open for service in the Central Corridor transitway. Running through the core of the Minneapolis-St Paul Metropolitan Region, the line's 18 new stations will serve eight urban neighborhoods; two downtowns each with a multi-modal transportation hub; several educational and health institutions; the state capital complex; and a diverse mix of retail, commercial, and industrial districts.

Transportation models forecast 40,000 weekday riders by 2030. Models also predict that a significant majority of light rail riders will be walking to their stations — in the case of the Dale Street Station it is 80% — and that riders will be walk up to a half mile or more to reach their station.

Clearly, achieving Green Line ridership projections will depend heavily on riders who walk to the stations, yet residents have identified many concerns about inhospitable pedestrian environments, missing sidewalks, poor pedestrian-scale lighting, and unsafe street crossings. Problems such as these are especially prevalent in neighborhoods with a history of disinvestment and large numbers of people who depend on public transportation to get around. This creates an inequality in the pedestrian realm, making it more difficult for those with the greatest need, including the elderly, disabled, and families with children, to access public transit.

The District Councils Collaborative of Saint Paul and Minneapolis (DCC) undertook the Green Line Walkability Survey as a community-based initiative to develop and implement well-informed strategies to close this gap. The survey was designed with a four-fold purpose:

1. to motivate people to walk to and from their future light rail station and to empower them by increasing their awareness of the good and bad aspects of the pedestrian realm that they interact with regularly and by engaging them in a process to make improvements;
2. to gather on-the-ground, neighborhood-by-neighborhood, concrete feedback from residents about the walking environment;
3. to use data collected through the survey to inform and add detail to general plans for pedestrian realm improvements in station areas and throughout the corridor; and

4. to advance work with community members, public officials, and the private sector to establish priorities and implement improvements.

SURVEY DESIGN & IMPLEMENTATION

The DCC developed a basic survey in printed and online formats using input from experts in the public sector, nonprofit organizations, and academic institutions. The survey sought to capture four types information: demographic data about the survey participant, spatial data of pedestrian realm assets and concerns, rank order data about the strengths and weaknesses of walkability indicators, and qualitative data about values and priorities. The basic survey tool was customized with a map unique to each of the station areas included in the study.

SURVEY RESULTS

Over the months of May and June 2012, the DCC received total of 376 paper and online surveys. From these surveys, we collected over 1,130 map notations and 1,165 comments about pedestrian realm concerns and assets. Analysis identified these top three issues:

1. Condition and continuity of the sidewalks. Surveyors sent a strong message that sidewalks are critical. A quality sidewalk network is the foundation of walkability — literally and figuratively. Throughout the corridor, survey participants noted broken and/or uneven sidewalks, missing sidewalks, inadequate curb ramps, and places where sidewalks were too narrow.
2. Unsafe conditions due to speeding traffic and drivers not yielding to pedestrians. Traffic must be calmed and pedestrian facilities clearly marked to increase safety, alert drivers to the presence of pedestrians and create order in busy multi-modal nodes. Surveyors noted more concerns about speeding traffic and driver inattention to pedestrians when they were walking along arterial streets, in locations where pedestrian crossings are poorly marked or vehicles are entering or exiting freeway ramps, and where there was insufficient time to cross arterials with the signal light.
3. Need for more trees and green space. The urban forest plays a critical role in the pedestrian environment, providing welcome relief from the hot sun, attracting birds, and contributing to a pleasing visual experience. Surveyors took special note of the presence or absence of trees and commented on it frequently, with trees and green spaces making up 47% of all comments on physical environment assets.

ADDITIONAL ISSUES

Trash and graffiti generated 60 physical environment comments with over half of these comments focused on litter in the Lexington, Snelling and downtown St. Paul station areas. Inadequate lighting was noted as a security issue, with 31 comments indicating that people felt unsafe walking to and from the station at night in 10 of the 14 survey areas. Another concern reported by 20 surveyors was about bicyclists riding on the sidewalk, especially in downtown St. Paul and the Victoria station area.

Finally, the issue of inadequate snow removal was mentioned by a number of surveyors, who worried that massive snow banks at intersections and bus stops would limit access to the Green Line in winter. Street life generated mixed reviews, with 91 positive comments about locations with lots of activity and people out and about. 27 negative comments were received from surveyors who felt unsafe or uncomfortable when they encountered panhandlers or deserted streets with no storefronts.

NEXT STEPS

- Share survey findings with the community for review and additional input.
- Present the report to government agencies and engage them in the development and implementation of strategies to address the most urgent pedestrian realm improvements before the Green Line opens for service in 2014.
- Work with the Disability Community to develop new survey tools, including a braille version of the survey, and collect additional data on accessibility issues.
- Gather data from station areas that are under-represented in the survey project.
- Partner with others to publicize survey findings and promote walking.
- Co-convene a workshop to explore the relationship between the pedestrian realm economic development and how pedestrian realm improvements might be funded through public-private partnerships.
- Share our experience and the Walkability Survey tool with other groups in the Twin Cities who might benefit from conducting similar survey.
- Share our experience nationally and support inclusion of pedestrian realm improvements as part of New Starts projects.

The Green Line

Walkability Survey Report



FOREWORD

The Walkability Survey is the beginning of an effort for Central Corridor residents, workers and visitors to take full advantage of the new LRT by making the trip to and from the 16 stations safer and more inviting for able bodied and disabled people alike.

Each station neighborhood has its own distinct mixed use feel and character expressed in distinctive combinations of flats, duplexes, bungalows and larger homes. Special landmarks, landscapes and districts further define the community as well as the stories about their residents, businesses and visitors over time. Local gardening efforts in private lawns and gardens and community gardens form distinct tapestries reflecting the new ecology sensibility seen throughout the city. These have become places of community conversations and vigilance; organizing to keep their neighborhoods strong.

Saint Paul's Residential Street Vitality Program (RSVP) is a proven way to bring neighborhood streets and sidewalks to a good quality walking environment. Linking this program directly to the Saint Paul stations' area conditions would address the physical challenges of getting to the stations and could serve as model for build out of other LRT lines in the proposed regional transit system.

This overall perspective gets to the broader city building goals of making the city in general, and the corridor specifically, as livable as possible. It also recognizes the importance of feeling safe on this journey. Neighbors sitting on porches, working in gardens, painting intersections, holding block parties and using the alleys will improve neighborhood security, which unfortunately is an issue in some areas.

This report begins the journey of addressing the full potential of the LRT as a quality of life game changer for corridor residents, workers and visitors.

Tim Griffin
Saint Paul Design Center
October 2012



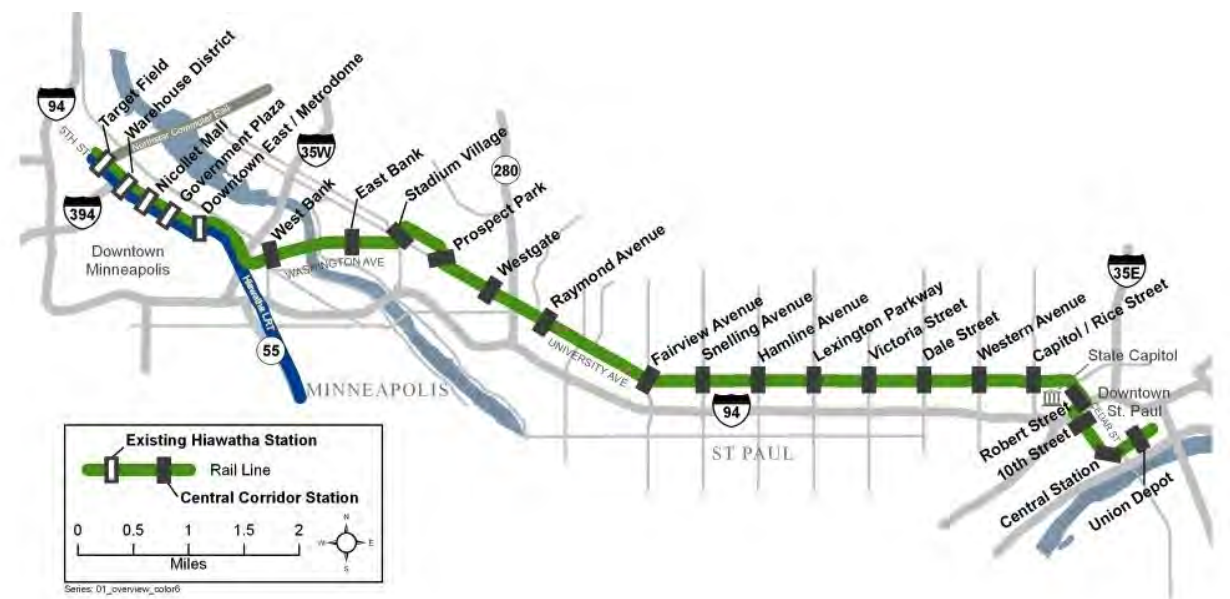
INTRODUCTION

IMPORTANCE OF WALKABLE ROUTES TO LRT

The Central Corridor Light Rail Transit Line (Green Line) will be opening for revenue operations in 2014. This \$957 million infrastructure project is the second light rail line in the Minneapolis-St. Paul Metropolitan Region's transportation system. Eleven miles of new track will connect downtown St. Paul with downtown Minneapolis and serve multiple neighborhoods and workplaces along the way.

Figure 1. Central Corridor Light Rail Transit Project Alignment – the Green Line.

Source: Metropolitan Council



Project transportation models forecast 40,000 weekday riders by 2030. Models also indicate that a significant majority of the riders would be walking to catch the train, for Dale Street and West Bank stations it is 81%. The Draft Environmental Impact Statement showed that “the dominant method of access/egress to the stations is people walking which comprises 68 percent of all trips followed by bus/rail transfers at 29 percent. (See Figure #2)

The models and recent Travel Behavior Inventory data also show that light rail transit (LRT) riders will walk up to a mile reach a station. These factors, plus general trends of increased walking for exercise and day-to-day activities, point to the importance of identifying and dealing with walkability and accessibility issues when new transit infrastructure is built.

As the Central Corridor LRT route was being planned, community members expressed great concern that attention be paid to the pedestrian realm. At public meetings, they emphasized the importance of making sidewalks as wide as possible, planting lots of trees to provide shade,

Figure 2. 2020 Daily Central Corridor Boardings/Alightings Forecast. Source: Central Corridor Draft Environmental Impact Statement, Transportation Impact Analysis, Chapter 6, page 6-30

Table 6.3-7: 2020 Daily Central Corridor Boardings/Alightings

Total Daily Access/Egress (Trip Ends)				
Station	Walk	Bus/Rail	Auto^{2/}	Total
Minneapolis Multimodal	70	580	10	660
Warehouse District	1,750	180	20	1,950
Nicollet Mall	5,700	590	50	6,340
Government Center	2,800	820	10	3,630
Downtown East/Metrodome ^{1/}	1,580	1,830	40	3,450
West Bank	3,440	760	50	4,250
East Bank	9,260	350	90	9,700
Stadium Village	4,990	290	20	5,300
29th Avenue SE	1,220	110	120	1,450
Westgate	960	110	70	1,140
Raymond Avenue	1,400	710	130	2,240
Farview Avenue	800	190	60	1,050
Snelling Avenue	3,170	3,350	550	7,070
Lexington Parkway	2,500	650	330	3,480
Dale Street	2,520	160	410	3,090
Rice Street	1,770	1,600	100	3,470
Capitol East	680	500	20	1,200
10th Street	1,250	20	10	1,280
6th Street	3,070	5,800	160	9,030
4th Street	2,020	1,350	20	3,390
Union Depot	1,130	1,840	60	3,030
TOTAL	52,080	21,790	2,330	76,200
	68%	29%	3%	
				38,100
				Daily LRT
				Ridership

Maximum Load Point (Westgate to 29th Street) 10,750 per direction

^{1/} 1,425 Daily Transfers to/from Hiawatha LRT

^{2/} Estimated informal park/ride and drop-off/pick-up; no park-ride lots assumed

installing marked pedestrian crosswalks at every intersection and at both ends of each LRT station, and programming traffic signals to allow adequate time for people in wheelchairs, seniors, and other less mobile pedestrians to get safely across busy streets.

LRT planners responded to these community priorities by incorporating many pedestrian-friendly elements in the transitway designs. When the LRT budget did not allow for upgrades to better accommodate pedestrians, other governmental bodies stepped up to pay for

“betterments”. For example, the City of Saint Paul agreed to fund a number of streetscape improvements, including colored crosswalks, additional trees and more attractive pedestrian lights.

As a result, the light rail project now includes pedestrian amenities to make the sidewalks adjacent to the tracks and the stations accessible to all user groups. But there are concerns from many communities that the “final connection” to the light rail (the walking route from home to station) is sometimes less accessible and inviting than it could be.

In Central Corridor station area planning sessions, community members identified many issues that would discourage people from walking to LRT, including sidewalks that were broken, uneven, or too narrow, missing curb ramps, lack of pedestrian lighting, speeding traffic, unsafe street crossings, and scary underpasses and overpasses to get across the I-94 freeway.

Such problems are especially prevalent in neighborhoods with a history of disinvestment and many people who depend on public transportation to get around. This creates an inequality in the pedestrian realm, making it more difficult for those with the greatest need, including the elderly, disabled, and families with children, to access this key transportation route.

Finally, new development is attracted to locate in and around station areas that are easily accessible on foot – another compelling reason to address the many concerns about walking, including the physical condition of pedestrian infrastructure, safety and security issues, and the inhospitable physical environment.

THE WALKABILITY SURVEY, A “ROUTES TO RAILS” PROJECT

With the Central Corridor LRT midway through construction in 2012, the Walkability Survey was launched as part of a two-pronged “Routes to Rails” project to address the question of how people would be able to access this billion dollar transit service on foot or by bus when it opens in 2014. Despite concerns raised by community members about the condition of walking routes to the station, there was little attention being paid to the need for pedestrian realm improvements to make the walk to the station safer and easier for people at all levels of mobility. (Another DCC project, Transit, More than a Ride, engaged underrepresented communities in a joint project with Metro Transit to plan for connecting bus service.)

By gathering on-the-ground feedback from the community about the walking environment within a half mile of the Central Corridor, the Walkability Survey was designed to raise awareness of issues that would discourage or prevent people from walking to the station and to help prioritize improvements to primary neighborhood access routes to the Green Line light rail stations.

The community-based survey was planned and implemented as a joint effort of the District Councils Collaborative (DCC) and its member district councils and neighborhood organizations along the Central Corridor, in partnership with a wide range of community members, walkability experts and advocates, and planners from Minneapolis, Saint Paul, Ramsey and Hennepin Counties, and MnDOT.

PURPOSE OF THE WALKABILITY SURVEY

The purpose of the survey was fourfold:

1. to motivate people to walk to and from their future light rail station, and to empower them by increasing their awareness of the good and bad aspects of the pedestrian realm that they interact with regularly, and by engaging them in a process to make improvements;
2. to gather on-the-ground, neighborhood-by-neighborhood, concrete feedback from residents about the walking environment;
3. to use data collected through the survey to inform and add detail to general plans for pedestrian realm improvements in station areas and throughout the corridor; and
4. to advance work with community members, public officials, and the private sector to establish priorities and accelerate implementation of improvements to make the walk to the light rail safe and enjoyable.

WALKABILITY SURVEY PROCESS AND METHODOLOGY

WALKABILITY SURVEY DEVELOPMENT

The Walkability Survey was designed to gather data on the condition of the Central Corridor (Green Line) pedestrian realm and to call attention to barriers that would discourage walking to each station from the adjacent neighborhoods. From the outset, the DCC recognized that it would be important to create the survey in conjunction with the Saint Paul and Minneapolis planning and public works departments, so that the resulting data would be helpful in setting priorities for improvements to ensure that people at all levels of mobility could comfortably and safely walk to their nearest light rail station when the train opens for service in 2014. Working closely with staff from both cities, and with experts from leading transportation organizations, the survey was designed to capture multiple facets of the issues surrounding walkability to and from future light rail stations.

Because the line was under construction at the time, it was also important to focus participants' attention on the issues found along the routes to and from the Green Line stations, so survey results would not be skewed by the construction. The DCC also wanted to attract a good cross section of community members who live and work along the corridor, so it worked to ensure that the walkability survey was interesting and easy to do. Another goal was to make the results of the survey useful and understandable for community members as well as expert planners, with a combination of text, tables, maps and graphics.

Paper and Online Survey Instruments [Tools]

The Walkability Survey was designed to allow for a range of different types of input to make it user-friendly for a broad range of people and to provide alternative types of data for analysis. To this end, the survey consisted of four distinct sections, with one page devoted to each.

1. The first section asked for general information about the survey participant, such as name and contact information (optional), plus basic demographic information such as age range, gender, and walking ability.
2. The second section allowed survey participants to input location-specific information on a map of the station area, using a combination of pre-defined issues and open-ended responses. This part was designed to capture and compare the spatial trends and patterns across the corridor as well as within each station area. Surveys were customized with a corresponding map for each of the station areas. For Downtown Saint Paul, the three stations were combined because they were so close together.

3. In the third section, participants were asked to numerically rank (from 1 to 5, with 5 being the best) the strengths and weaknesses of various walkability indicators, such as speed of traffic, presence of curb cuts, and amount of shade provided by trees. This section was broken down into three issue areas — Physical Environment, Personal Safety, and Accessibility. This part was intended to provide numerical data that, when averaged, could be used to create graphs of the relative importance of different issues for each neighborhood, and allow for comparisons between different station areas. Because responses were all clustered in the middle, either neutral or slightly good or bad, this section yielded little useful information, and resulted in graphs that were almost flat, with little variation from station to station.

4. The fourth section asked open-ended questions such as: “Rank the top three positive and negative experiences on your walk”, and “What would you change to make your walk better?”. This was designed to allow a text analysis to be carried out in order to capture priority issues that might not appear on the map or in the numerical rankings. There was also an opportunity to make general comments or to suggest solutions to walkability issues. In most cases, the issues identified in this section aligned closely with the map notations.

In addition to filling out the survey, participants were encouraged to photograph and videotape their walk and submit them for possible use on the DCC website, in e-mail, Facebook or Twitter updates, or on the WalkTalks blog. This documentation provides another rich layer of visual information on the experience of walking to the station.

Walkability Survey Formats

The Walkability Survey was offered in both paper and electronic forms, to meet the preferences of a variety of different participants. While we did not have the capacity to translate the survey into different languages or provide a braille version, the DCC worked closely with representatives of the Disability Community to develop the survey and many people with disabilities did the survey with the help of others. We plan to continue developing supplemental survey tools to address issues of particular concern to the Disability Community, including raising public awareness of ADA requirements, measuring compliance and prioritizing improvements where ADA standards are not being met.

WALKABILITY SURVEY IMPLEMENTATION

Paper Survey Distribution

The City of Saint Paul printed 200 copies of each of the 14 surveys. The DCC distributed batches of 25 to 50 to its member organizations, walk leaders and other community organizations. In downtown Saint Paul, the Ordway Theater, the Fitzgerald Theater and other entertainment venues distributed the survey and encouraged staff and patrons to participate.

Single copies of the survey were available for pickup at the DCC office and at multiple pick-up/drop-off locations in neighborhoods along the corridor. The DCC posted these locations to an online map so that individuals could pick up a survey in their neighborhood and fill it out on their own time. Several surveys were distributed this way, but overall it was an ineffective method to distribute the survey. This may be attributed to lack of knowledge about pick-up/drop-off locations, but it may also be due to the lack of widespread knowledge about the Walkability Survey in general.

Online Distribution

An online version of the survey was provided on the DCC website for those who preferred to fill it out and submit it electronically. Initially, the content was the same as the paper survey. But as the DCC began to analyze the initial data from the online survey, it was apparent that the completion rate of the survey was quite low, around 60%. A “lite” version of the survey was developed that reduced the number of demographic information questions and eliminated several of the longer response questions.

This reduced survey was made available via Survey Monkey, which enabled the survey link to be e-mailed to list serve groups in weekly updates, and inserted into Facebook and Twitter survey updates. The mapping component of the survey was dealt with by creating a link to a public Google map document, which allowed participants to insert comments directly onto the map. This method proved highly effective, and hundreds of spatially referenced comments were collected this way.

The electronic distribution of the survey was vastly more successful than the paper distribution, especially once the shorter Survey Monkey format was offered. The audience that could be reached was much larger, and the participants’ time and energy associated with picking up, filling out, and returning a paper copy of the survey was eliminated.

Outreach to Community-based Organizations

Presentations about the Walkability Survey were made at monthly meetings of most of the DCC member organizations during the month before the launch date. This proved to be a good way to generate interest and recruit people to participate in the survey. Volunteers were also added to the Walkability e-mail list serve so that they could be invited to events and updated on the progress of the project.

Walk Leaders

The DCC identified community members who were interested in the Walkability Survey and invited them to lead group walks to one of the stations. A training workshop was offered three weeks before the kickoff for the survey to review the survey and beta test it by doing a half hour walk to and from one of the stations and filling out the survey. The training workshop was

led by Nate Currey, President of Jane Jacobs Walk USA, and Tony Hull from Transit for Livable Communities, and co-hosted by the DCC, CultureBrokers Foundation, and Jane Jacobs Walk.

Walk leaders were encouraged to gather a group of friends and colleagues to walk with them. The group walks were to be augmented by participants who learned about the event (with the appropriate time, location, and date) on the DCC online calendar. This method proved ineffective in recruiting walkers because there was a lack of interest in joining walk groups led by often unknown community members. Several “Celebrity” walks were held, which were hosted by well-known community leaders. These walks were better attended, but still did not meet expectations for attracting participants.

Walkability Survey Kickoff – May 6, 2012

The Walkability Survey opened with a kickoff day of group walks, followed by a gathering to share experiences and to hear from the world-renowned urban planner Charles Landry, who was in the Twin Cities for a weeklong residency. Mr. Landry also led two of the opening day group walks. The kickoff was scheduled on May 6th, to coincide with the annual Jane’s Walk weekend honoring Jane Jacobs by celebrating walking as a community building activity in cities throughout the world. The kickoff events drew more than 100 people.

Community Events

The DCC participated in several community events in neighborhoods along the Central Corridor to help distribute paper surveys and recruit walkers. Such events, which included the annual Prospect Park Ice Cream Social, the Frogtown Neighborhood Association Annual Meeting, and the Hamline-Midway Heartwood Festival, proved to be an effective way of distributing surveys while disseminating information about the goals of the Walkability Survey and the work of the DCC as an organization.

METHODS OF DATA ANALYSIS

At the end of the survey the data was compiled into a Microsoft Excel document. The online survey data was exported directly into an Excel document, while the paper surveys had to be manually entered. The compiled data was analyzed using three methods.

Spatial Analysis

All the map notations that were pulled from the station area maps (and those that were spatially referenced in the general comments, such as “broken sidewalk at Fairview & Marshall”) were referenced to the nearest intersection. For example, if a mark was placed on the map near the intersection of Sherburne and Victoria, the comment would be categorized as occurring at “Sherburne & Victoria”. Best judgment as to the appropriate intersection was used when the location of points was not clear.

Each comment was assigned a topic area (physical environment, accessibility, safety and pedestrian experience) and an “issue area”, such as broken sidewalks, not enough trees, etc., as a way to create simple categories that would be easy to understand and convey visually. These comments were then geocoded in ArcMap by topic area. Three thematic maps were created for each station area (one for each of three of the topic areas — physical environment, accessibility and safety). The geocoded points were then represented by colored dots, with each color corresponding to a different issue. (The pedestrian experience comments could not be geocoded because the survey did not ask walkers to provide map notations of their pedestrian experience.)

A fourth map was also created to display the spatial patterns of comment distribution. Graduated symbols were used to represent the total number of comments received by intersection for each station area.

Finally, the spatially referenced comments and map notations from each station area were combined in three corridor-wide maps by topic area — Physical Environment, Traffic & Safety, and Accessibility. These maps provide a snapshot of the major issues identified by the Walkability Survey, and allow us to identify corridor-wide patterns to compare the spatial distribution of particular issues such as broken sidewalks or speeding traffic among Green Line station areas.¹

Numerical Ranking

The average of each “numerical ranking” question was calculated for all station areas. This was intended to allow station areas to be compared both internally (by highlighting the best and worst aspects) and to each other across the corridor. The numerical ranking data was used to create graphs showing station-by-station and multi-station comparisons of issues. However, almost all the averages fell within the middle ranking (3 out of a 1 to 5 range), so they were not very useful in identifying priority issues within station areas and corridor-wide.²

Text Analysis

To analyze the text, all comments submitted in response to the questions “What were the top three things that were pleasant about your walk” or “...the top three problems you encountered?” were grouped respectively and categorized by the three issue areas that correspond with the thematic maps generated from survey spatial data: Traffic and Safety, Accessibility, and the Physical Environment. Each comment was then sub-categorized, or

¹ Because there were only a few surveys completed for two of the stations – Capitol/Rice (8 surveys) and Robert Street (3 surveys) – the individual station area maps are not included in this report, but the comments and map notations from these surveys are included in the corridor-wide maps.

² The numerical ranking graph averages all fell within a limited middle range, and did not contribute to the understanding of priority issues, so the data and graphs are not included in this report.

“coded”, by topic. For example, a comment about the lack of trees was coded <PE, TR> (for Physical Environment, Trees). (See Table A for a list of the codes assigned to each topic.)

The coded comments were tallied by issue and topic area for each station and for the entire corridor. Results from this analysis were then compared to their respective maps. In most cases the issues that appeared most frequently in the comments were also reflected heavily on the maps. For example, the Physical Environment map for Downtown Saint Paul showed many instances of broken or uneven sidewalks, an issue that was also heavily reflected in the comments for Downtown.

Figure 3. Survey Comments Categorization and Key Code for Text Analysis

Major Category	Code	Sub-category 1	Code	Sub-category 2	Code
Accessibility	A				
		Crossing Streets	CS		
			CS	Signalization	SIG
			CS	Striping	ST
			CS	Width	W
		Curb ramps	CR		
		Sidewalks	SW		
			SW	Missing/Network/Continuity	MNC
			SW	Width	W
		Snow removal	SR		
		Transit	TS		
		Other	O		
Physical Environment	PE				
		Benches	BCH		
		Buildings	BD		
			BD	Vacant	V
		Cleanliness/ Trash/Litter/Graffiti	TLG		
		Convenience / Proximity	CP		
		Green Space	G		
			G	Gardens	GAR
		Overgrown	OG		
		Public Art	PA		
		Sidewalks	SW		
			SW	Broken or uneven	BU
			SW	Missing	M
		Streets	ST		
		Trees	TR		
		Other	O		
Pedestrian Experience	EX				
		Quiet/Noise level/Noisy	QN		
		Signage	SGN		
		Street life	SL		
			SL	Human Activity	H
			SL	Business and Storefronts	BSF
		Views / Urban Design	VUB		
Traffic and Personal Safety	TPS				
		Bikes on sidewalks	BK		
		Feels Safe/Unsafe	S		
		Lighting	L		
		Overpass/Bridges	OB		
		Traffic	T		
			T	Too Fast	TF
			T	Pedestrians	NSP
		Other	O		
Not Applicable	NA				

CORRIDOR-WIDE SURVEY ANALYSIS AND RESULTS

SURVEY RESPONSE

Over the months of May and June 2012, a total of 376 completed paper and online surveys from 16 station areas were submitted. These surveys generated 1,130 map notations and 1,165 comments about pedestrian realm concerns and assets.

The number of surveys received varies by station area. There were only three surveys of the Robert Street station area and eight of the Capitol/Rice Street station area³, while there were 77 surveys of downtown St. Paul station areas⁴ and 54 of the Lexington Parkway station area. The number of surveys for the rest of the station areas ranged from 14 to 31. Table A shows the breakdown of surveys by station area.

Similarly, the number of map notations and comments varies from station to station. However, the proportion of map notations and comments received for each station area is similar to the proportion of surveys received. For example, 20% of the surveys and 23% of the comments are for downtown St. Paul and 14% of the surveys and 12% of the comments are for the Lexington Parkway station. See Table B for numbers and percentages of comments corridor-wide and for each station area.

The size of the area surveyed also varies by station. Surveys of the Western Avenue and Victoria Street station areas go south approximately .6 of a mile to Selby Avenue, while surveys of most other University Avenue station areas go south between .4 to .5 of a mile to Marshall Avenue. Walkers north of University Avenue tended stay within .5 of a mile of the station. Walkers in downtown St. Paul and the West Bank generally stayed within .25 of a mile of the stations.

TABLE A. Number of Surveys per Station Area

Downtown	77	20%
Robert²	3	1%
Capitol/Rice³	8	2%
Western	25	7%
Dale	31	8%
Victoria	14	4%
Lexington	54	14%
Hamline	29	8%
Snelling	21	6%
Fairview	26	7%
Raymond	18	7%
Westgate	21	6%
Prospect Park	21	6%
West Bank	18	5%
	376	

³ Because there were so few surveys for the Robert Street and Capitol/Rice Street station areas, they were not included in the corridor-wide analysis of survey results.

⁴ Because of their close proximity, the 10th Street, Central and Union Depot station areas in downtown Saint Paul were combined into one survey.

TABLE B. Corridor-wide Comment Total by Category and Survey Area**STATION AREA ASSETS**

Station Area	Access	Pedestrian Experience	Physical Environment	Traffic & Security	Total	% of Total Comments	Not Applicable
Downtown	13	36	75	15	139	25%	19
Robert	0	3	3	0	6	1%	0
Capitol/Rice	1	3	2	0	6	1%	2
Western	0	7	21	3	31	5%	10
Dale	0	11	13	5	29	5%	11
Victoria	2	7	18	1	28	5%	0
Lexington	7	22	35	7	71	13%	22
Hamline	0	11	23	0	34	6%	13
Snelling	5	10	22	1	38	7%	4
Fairview	4	10	19	2	35	6%	6
Raymond	1	16	31	3	51	9%	3
Westgate	1	8	20	2	31	5%	2
Prospect Park	3	10	27	6	46	8%	1
West Bank	2	8	11	1	22	4%	5
Total	39	162	320	46	567	100%	98
% of All Asset Comments	7%	29%	56%	8%	100%		

STATION AREA CONCERNS

Station Area	Access	Pedestrian Experience	Physical Environment	Traffic & Security	Total	% of Total Comments	Not Applicable
Downtown	17	22	59	29	127	21%	12
Robert	0	0	3	1	4	1%	1
Capitol/Rice	1	1	3	3	8	1%	0
Western	5	5	16	4	30	5%	1
Dale	2	5	21	23	51	9%	3
Victoria	7	1	15	12	35	6%	0
Lexington	4	3	47	14	68	11%	5
Hamline	10	8	13	18	49	8%	2
Snelling	10	6	19	12	47	8%	0
Fairview	9	0	12	21	42	7%	2
Raymond	9	3	20	22	54	9%	0
Westgate	9	1	17	3	30	5%	1
Prospect Park	6	0	17	7	30	5%	6
West Bank	6	2	7	8	23	4%	3
Total	95	57	269	177	598	100%	36
% of Concern Comments	16%	10%	44%	29%	100%		

Total Assets & Concerns	134	219	589	223	1165	134
% of All Comments	12%	19%	51%	19%	100%	

Land use played a role in where walkers went and conducted surveys. They avoided the industrial area north of the Raymond Avenue station and the Midway Shopping District south of University Avenue between Snelling and Syndicate, although a few walkers ventured along Hamline Avenue south of University. Avoidance of these areas leaves gaps in survey coverage where improvements may be needed the most.

Finally, map notations form two general patterns: cluster and linear. Clusters tend to form where stations are located in the midst of high intensity land use, such as the West Bank or downtown St. Paul, or in station areas where residential land uses are on one side and industrial land uses on the other, such as Prospect Park, Westgate, Raymond and Fairview. Linear patterns tend to form along north-south arterials, such as Snelling Avenue, Victoria Street and Western Avenue. At Victoria and Western, the arterials serve residential neighborhoods north and south of the stations, and have bridges over I-94. In the case of Snelling Avenue, it is interesting to note that many of the notations are located along parallel streets one or two blocks away from Snelling. This was also true to some extent on other major arterials, as walkers sought out more pedestrian friendly alternatives if they were available.

ORGANIZATION OF SURVEY RESULTS

The survey results reported in this section are organized by the four categories used in the text analysis and presented in numerical rank order according to the number of comments about concerns that were assigned to each category. This order aligns with rank orders for map notations and all comments corridor-wide and for each station area. Results from the spatial and text analyses will be discussed together to offer a more robust presentation of results. The physical environment will be addressed first, followed by traffic and safety, accessibility, and the pedestrian experience. See Table C.

TABLE C. Asset and Concern Comments by Station Area

ASSETS COMMENTS FOR EACH STATION AREA

Station Area	Access	Pedestrian Experience	Physical Environment	Traffic & Security	Total
Downtown	13	36	75	15	139
% Comments	9%	26%	54%	11%	
Robert	0	3	3	0	6
	0%	50%	50%	0%	
Capitol/Rice	1	3	2	0	6
	17%	50%	33%	0%	
Western	0	7	21	3	31
	0%	23%	68%	10%	
Dale	0	11	13	5	29
	0%	38%	45%	17%	
Victoria	2	7	18	1	28
	7%	25%	64%	4%	
Lexington	7	22	35	7	71
	10%	31%	49%	10%	
Hamline	0	11	23	0	34
	0%	32%	68%	0%	
Snelling	5	10	22	1	38
	13%	26%	58%	3%	
Fairview	4	10	19	2	35
	11%	29%	54%	6%	
Raymond	1	16	31	3	51
	2%	31%	61%	6%	
Westgate	1	8	20	2	31
	3%	26%	65%	6%	
Prospect Park	3	10	27	6	46
	7%	22%	59%	13%	
West Bank	2	8	11	1	22
	9%	36%	50%	5%	
Total	39	162	320	46	567
% of All Asset Comments	7%	29%	56%	8%	

CONCERN COMMENTS FOR EACH STATION AREA

Station Area	Access	Pedestrian Experience	Physical Environment	Traffic & Security	Total
Downtown	17	22	59	29	127
% Comments	13%	17%	46%	23%	
Robert	0	0	3	1	6
	0%	0%	75%	25%	
Capitol/Rice	1	1	3	3	6
	13%	13%	38%	38%	
Western	5	5	16	4	31
	17%	17%	53%	13%	
Dale	2	5	21	23	29
	4%	19%	41%	45%	
Victoria	7	1	15	12	28
	20%	3%	43%	34%	
Lexington	4	3	47	14	71
	6%	4%	69%	21%	
Hamline	10	8	13	18	34
	20%	16%	27%	37%	
Snelling	10	6	19	12	38
	21%	13%	40%	26%	
Fairview	9	0	12	21	42
	21%	0%	29%	50%	
Raymond	9	3	20	22	51
	17%	6%	37%	41%	
Westgate	9	1	17	3	30
	30%	3%	57%	10%	
Prospect Park	6	0	17	7	46
	20%	0%	57%	23%	
West Bank	6	2	7	8	22
	26%	9%	30%	35%	
Total	95	57	269	177	598
% of Concern Comments	16%	9%	45%	30%	

PHYSICAL ENVIRONMENT

The physical environment category includes a number of pedestrian realm elements, both natural and manmade. Comments and map notations about sidewalks, buildings, streets, trees, landscape features, public art, maintenance or trash, street furniture, and the proximity of places and services were grouped under this category.

Physical Environment Concerns

Corridor-wide, 44% of the negative comments (269) were about concerns related to the physical environment. Also, there were more survey map notations about physical environment issues than either traffic and safety or accessibility. Although concerns about the physical environment generated the most comments corridor-wide, there were five station areas — downtown St. Paul, Hamline, Fairview, Raymond and the West Bank — where issues related to traffic and safety ranked first.

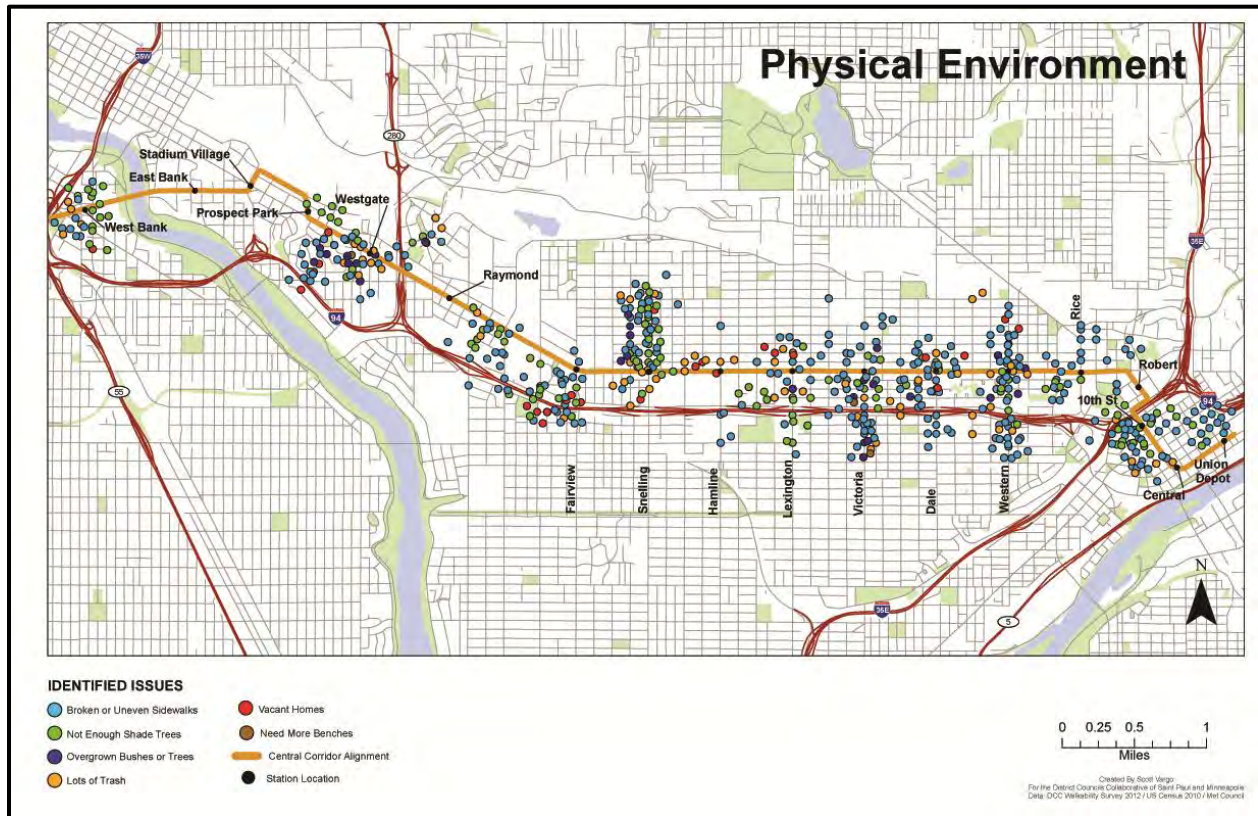
On the corridor-wide physical environment map, the distribution of comments to the north and south is uneven. The Hamline station area is a transition zone, with notations east of Hamline mostly on either the south or north side of the station, while west of Hamline notations are distributed on both the north and south sides of the station. The pattern corresponds to the location of residential land uses, suggesting that many surveyors were walking from their residence or were interested in surveying residential areas.

Among the physical environment subcategories, 47% of the comments (126) concerned sidewalk conditions. Broken and uneven sidewalks were at the top of the list of concerns and mentioned in all 14 surveys that were analyzed. According to map notations, surveyors of Western, Victoria and Snelling station areas walked the farthest and documented broken and uneven sidewalks all along the way. Missing sidewalks were the second most frequently mentioned issue. Surveys of seven station areas reported gaps in the sidewalk network with Raymond station area surveyors reporting the problem most often.

Trash and graffiti generated the second largest number of physical environment comments — 22% (60). Over half of these comments focused on litter and came from three survey areas — Lexington, Snelling and downtown St. Paul.

The absence of shade trees ranked third in the number of comments about concerns — 11% (29). A significant number (135) of the map notations, distributed among 13 of the 14 survey areas, were about the need for more shade trees. Map notations were found in higher density commercial/retail areas such as downtown St. Paul, near freeways and along arterials, and where there is large-scale or more intense development. The Snelling and downtown St. Paul

station areas generated the most map notations, which were clustered in industrial and commercial areas and along arterial streets.



Physical Environment Assets

The physical environment category ranked first among all positive comments about the pedestrian realm, with 320 comments or 56%. This ranking applied both corridor-wide and by individual station area. Among the positive comments, the presence of shade trees rose to the top rank, 27% or 86 comments. Walkers in 12 of the 14 survey areas noted several attributes that trees offer, ranging from shelter to urban wildlife to visual relief. The comments provide insights into what walkers value in the pedestrian realm.

The presence of parks or green space ranked second — 64 comments or 20% of all positive physical environment comments. Walkers from 12 survey areas noted everything from small private gardens or boulevard planters to public parks.

Proximity and convenience ranked third in the number of positive physical environment comments received, with 54 comments or 17% of all positive physical environment comments.

Like green space, walkers mentioned a number of factors that were appreciated, including the short distance to amenities and LRT stations. Many walkers expressed surprise that the walk to a station was so short.

Sidewalks and buildings generated a significant number of positive remarks, 42 and 37 comments respectively. Interestingly, most of the sidewalk comments were about the fact that they existed, were wide enough or were in good condition. Historic buildings were cited frequently along with houses that were “nice”, interesting and varied.

TRAFFIC & SAFETY

The second highest number of comments (177) and map notations (269) were about traffic and safety issues. In fact, traffic and safety concerns ranked first in five stations areas — Dale Street, Hamline, Fairview and Raymond Avenues, and the West Bank in Minneapolis. (In the Dale Street station area traffic and safety issues tied with the physical environment issues for top ranking.) Traffic and safety concerns included traffic going too fast, sidewalks with no buffer between pedestrians and traffic, poor lighting, bicyclists riding on the sidewalk and uneasiness about personal safety.

Traffic & Safety Concerns

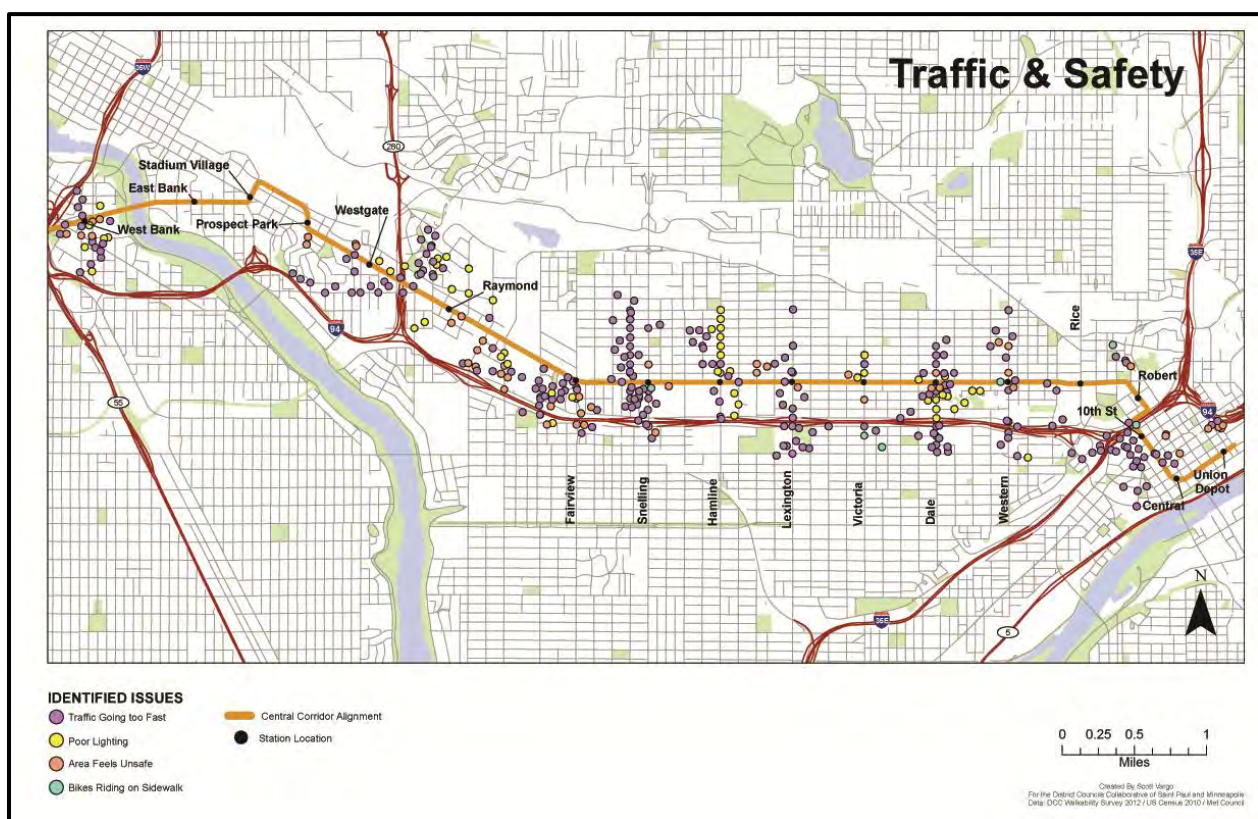
A majority of the traffic and safety issues raised had to do with speeding traffic, and drivers not noticing or yielding to pedestrians. Areas where these issues were noted on maps included Cedar & Riverside and Franklin Avenue in Minneapolis, and in St. Paul: Fry Avenue, Lexington Parkway near I-94, Dale between I-94 and University Avenue, Western near I-94; and on Wabasha and St. Peter Streets in the downtown. Typically, the data points are in a linear pattern, following the arterial street. At Dale, Lexington, and Snelling, there is a small cluster of data points where the on/off ramps intersect with the roadway. These are also the roads with bridges over I-94.

The map also reveals that speeding is an issue in two residential areas, Iris Park and Hampden Park, where streets are curvilinear and short.

Poor lighting ranked second in the number of negative traffic and safety comments. There were a total of 31 comments from 10 of the 14 survey areas, with surveys of downtown St. Paul and Dale Street generating most of these comments. There are also a significant number of comments noting inadequate lighting along Hamline Avenue north of University, in the industrial area north of the Raymond Avenue station and in the West Bank. In the Dale Street area these notations are clustered between University Avenue and I-94 and to the east of Dale Street as far as Mackubin.

There were 20 comments about bikes on sidewalks from eight station areas. Eight of these comments came from downtown St. Paul surveys and four were from the Victoria station area survey. There were only five map notations about this concern.

Finally, map notations about feeling uneasy about personal safety were scattered throughout the corridor. There were small clusters of these data points around the West Bank station, along Cretin, Cleveland and Fairview Avenues between I-94 and University Avenue, at the intersection of Dale and University and near the site of the future Saints Ballpark in St. Paul's Lowertown neighborhood.



Traffic & Safety Assets

The number of positive comments about traffic and safety (46) were only 8% of all positive comments, ranking third out of four. There were 21 comments about feeling safe; the majority of these came from downtown St. Paul.

Walkers also commented positively when traffic was light or vehicle speed was lower. These comments were made most frequently in surveys from the downtown St. Paul, Lexington Parkway and Prospect Park station areas.

ACCESSIBILITY

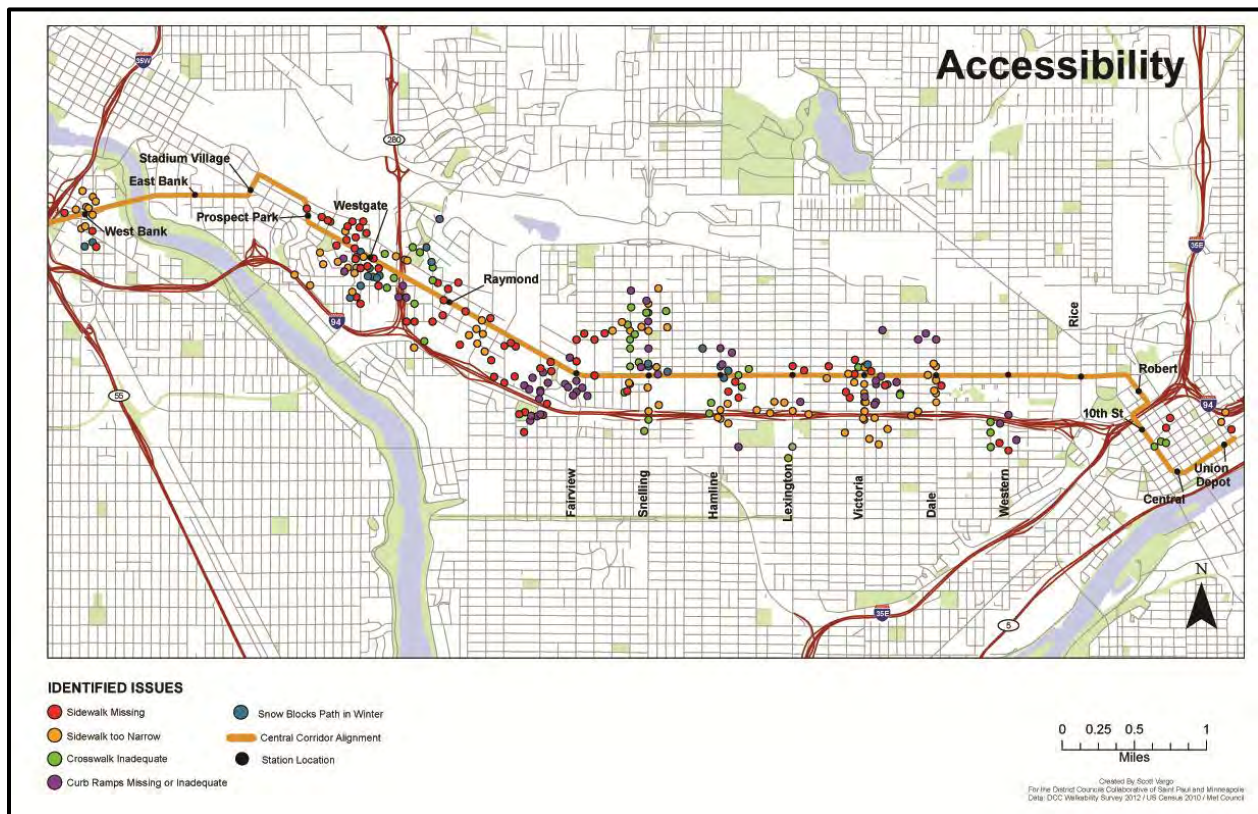
The survey generated 134 comments about access issues, which included ability to cross streets safely at signalized and unsignalized intersections, curb ramps, sidewalk width, and snow removal. Of the 95 comments about accessibility concerns, the top two related to unsafe street crossings and narrow sidewalks. Another concern, missing sidewalks, was also revealed by map notations. Corridor-wide, spatial data points about access issues are concentrated in areas where there are industrial and large-scale retail land uses. Of the 39 positive comments about accessibility, ease of crossing streets and sidewalk width topped the list. Walkers noted when there was sufficient time to cross a street and where sidewalks were wide and comfortable to walk on.

Accessibility Concerns

Corridor-wide, 42 of the comments (44%) about accessibility concerns focused on crossing a street. The need for clearly striped crosswalks was mentioned most frequently followed by concerns that signalization did not allow enough time to cross the street and that intersections were confusing. Notations about these concerns were distributed across the corridor in the accessibility map, but are more prevalent in the Westgate, Raymond, Snelling and Hamline station areas. In the Westgate and Raymond station areas, accessibility data points were often found on local streets that serve industrial land uses near Hwy 280. Snelling station area map notations are clustered on Fry Street, which is one block to the west of Snelling Avenue. Accessibility concerns on the Hamline station area map are found primarily on or near Hamline Avenue between University Avenue and I-94, which is a former industrial area that has been repurposed for big box retail or land banked as surface parking lots.

Narrow sidewalks were the second most frequently cited accessibility issue, with 24% of all accessibility comments (23). This issue also generated the second most data points on the accessibility map, 54 of 201. A majority of these data points are found in eight of the 14 survey areas and have similarities. Many are located in areas that were developed at the turn of the 20th Century and have undergone continuous change to accommodate the rise of motorized vehicles. This includes Dale and Victoria Streets and Cretin Avenue between University Avenue and I-94 and the West Bank area in Minneapolis. Other spatial notations are found on roads that have been modified to accommodate I-94 traffic, such as St. Anthony, Concordia, Victoria, Hamline and Snelling Avenues and Victoria Street.

Curb ramps to accommodate mobility devices, strollers and those who have difficulty negotiating steps ranked third among the concerns raised in comments. The number of map notations about curb ramps also ranked third among the five issues mapped. The highest concentration of these data points is in the Fairview station area where they are clustered in the Iris Park and Desnoyer Park neighborhoods.



Accessibility Assets

There were 39 comments about accessibility assets in the corridor. Seventeen of these related to ease of crossing streets and 17 related to wide sidewalks or continuity of the sidewalk network. A majority of comments about sidewalk width came from surveys of downtown St. Paul station areas.

PEDESTRIAN EXPERIENCE

The pedestrian experience was the fourth category developed to analyze survey data. This category included comments about street life, viewsheds and buildings, noise levels, and wayfinding.

Of all positive comments received, the number about the pedestrian experience ranked second. Of all the negative comments received, the number about the pedestrian experience ranked fourth. If all positive and negative comments are combined by category, the number of pedestrian experience comments ties for second with traffic and safety comments. Since the survey did not ask walkers to provide map notations of their pedestrian experience, the results reported here are for comments only.

Pedestrian Experience Concerns

Of the 57 negative comments about the pedestrian experience, 23 were from surveys of downtown St. Paul. There were eight negative comments per station area for both Hamline and Snelling.

Twenty-seven or 44% of negative comments about the pedestrian experience related to street life — either human behavior or the lack of amenities or occupied storefronts. Thirteen negative comments related to vacant buildings, empty lots or unattractive places. Comments about vacant buildings and empty storefronts were mostly from downtown St. Paul surveys, while survey comments about negative human behavior came from station areas all along the corridor. Two other pedestrian experiences generated negative comments — wayfinding and noise. A significant majority of concerns about wayfinding and the lack of signage came from downtown St. Paul surveys, and the majority of complaints about noise were linked to areas near freeways.

Pedestrian Experience Assets

There were 162 positive comments about the pedestrian experience. This was 29% of all positive comments received. Downtown St. Paul surveys generated 36 of these comments or 25% of all downtown St. Paul surveys. Surveys of the Lexington and Raymond station areas produced 22 and 16 comments, respectively, or 31% of the positive comments from each station area.

The majority of these comments, 91 or 56%, were about street life. Walkers in 13 station areas made notations about greeting people and neighbors, seeing activity in the neighborhood and people walking with their pets and experiencing good energy from the “hustle and bustle” of people doing things. Walkers went on to comment about how the activity made them feel safe.

Forty-five comments (28% of all positive comments) were about the urban environment — the architecture, views of the river or Capitol, pleasant neighborhoods, sidewalk cafes and occupied storefronts. Comments like these came from all station areas. Walkers also took note of “quiet” areas, meaning both less activity and less noise.

SURVEY LIMITATIONS

This survey has several limitations to consider when reflecting on the results.

Community members conducted the survey on a voluntary basis. Comments and notations are based on personal opinion and reflect personal values. The survey was not designed to gather technical data.

Those conducting the survey determined their own route. As a result, there are portions of each station area that were not surveyed. The station area results section is meant to apply only to those areas surveyed, although some generalizations can be made for the station area and the corridor.

The number of surveys from each station area varied throughout the corridor. Table A shows that there were as few as three surveys of the Robert Street station area and as many as 77 of Downtown St. Paul. It should be noted that the Downtown survey included three stations: 10th Street, Central and Union Depot. The uneven quantity of surveys makes station-to-station comparisons difficult. However, with a total 376 surveys and over 1167 comments, it appears as though results may be reliable for making some corridor-wide generalizations.

Because of the small number of surveys collected for most station areas, the quantity rank order data collected for Traffic Safety, Personal Safety, and Security and the Physical Environment issues was not sufficient to show significant findings and was not included in this report.

The survey was not made available in alternate formats to accommodate those with disabilities that would prohibit them from completing the survey on paper or electronic format. Consequently, we have only a limited number of surveys completed by the Disability Community who are disproportionately impacted by deficiencies in pedestrian infrastructure and the pedestrian realm generally.

Additionally, the survey was conducted during the summer; thus issues of snow removal and ice may not have been fully captured in the survey.

CONCLUSION

The Walkability Survey is part of the DCC's *Routes to Rails* initiative to ensure a safe, accessible and friendly pedestrian environment for all neighborhoods in the Central Corridor. To advance this work, the survey was designed to gather community-generated, on-the-ground information about the pedestrian environment and to learn more about community priorities and values for making improvements. The core questions that we asked included:

- What are the barriers and impediments to walking in the Central Corridor and where do they occur?
- How do pedestrian realm conditions and needed improvements compare across stations areas?
- What improvements do community members see as priorities?
- How might improvement projects be coordinated, accelerated and implemented equitably?

What are the barriers and impediments to walking in the Central Corridor and where do they occur?

Survey participants sent a strong message through their comments and the quantity of map notations that the sidewalk network presented the greatest physical impediment to walking. Among the issues mentioned most frequently were missing sidewalks, uneven or broken conditions, missing or poorly constructed access ramps and narrow sidewalk widths. These concerns were located throughout the corridor in all types of land use areas and along all types of residential and arterial roadways, although missing sidewalks were identified most frequently in industrial land use areas. Had the survey instrument been more accessible to the Disability Community, it is highly likely that even more sidewalk issues would have been identified and located.

Speeding traffic and drivers being inattentive to pedestrians were the second most frequently cited concerns. Speeding traffic was noted on both residential and arterial roadways throughout the corridor. Comments about inattentive drivers were directed at locations near freeway on- and off-ramps and along arterial roadways where pedestrian facilities are minimal and there are only a few marked crosswalks. Remarks about driver inattention to pedestrians were also associated with poorly organized intersections where it was unclear where pedestrians should walk.

Inadequate street lighting was noted in locations throughout the corridor, most frequently in industrial areas and areas between I-94 and University Avenue. Hamline Avenue, north and south of University Avenue, and Dale Street between I-94 and University Avenue stood out as

places with insufficient lighting. This portion of Dale Street has a significant number of other concerns related to the physical environment and accessibility, making it one of the least pedestrian-friendly stretches of roadway in the corridor.

Finally, surveyors reported insufficient signal time to cross major arterials on foot, especially at University Avenue intersections. These reports were cited most frequently in station areas that already have a substantial mix of residential and commercial land uses along with service facilities, such as libraries, medical clinics or offices. Dale Street and University Avenue station area is a primary example of this situation. As well as high frequency transit service at this intersection, there are residential facilities offer housing for families with children and seniors; a library; multiple retail ventures, including foods stores and a farmers market; and commercial office space. People were reporting difficulty in getting across the street within the allotted signal time, even before light rail construction began at this intersection. In fact, several senior residents were spurred on to organize others to participate in the Walkability Survey because of this very condition.

How do pedestrian realm conditions and needed improvements compare across stations areas?

Pedestrian realm conditions and needed improvements are similar across station areas, but they take on different characteristics and frequency depending upon the mix of land uses, the type and age of roadways and the type and age of development within the area surveyed.

In the Prospect Park, Westgate, Raymond and Fairview station areas there is a significant amount of industrial land use. In the industrial portions, pedestrian concerns tend to focus on missing links in the sidewalk network, sidewalks being too narrow, feeling unsafe and the absence of shade trees and green areas. The Raymond and Fairview station area surveys also generated a significant number of comments and map notations regarding poor lighting. Survey results about residential portions of these station areas included a significant number of broken and uneven sidewalks, speeding traffic and inadequate or missing curb ramps to increase accessibility.

Snelling, Hamline, Lexington, Dale and Rice station areas have significant commercial and retail land use south of University Avenue and residential land use to the north. Unlike others, these station areas are bisected by major north-south arterials that have access ramps to I-94. Residential area conditions were characterized by broken or uneven sidewalks and speeding traffic on both residential streets and the major arterials. Other frequently mentioned concerns about arterials included the lack of shade trees and inadequate pedestrian crossings at unsignalized intersections. The commercial retail areas on the south side of these station areas

had remarkably few notations about pedestrian conditions, presumably because survey participants did not walk through parking lots. One condition that was noted and deserving of attention are narrow sidewalks on Dale and St. Anthony.

Victoria and Western stations areas are dominated by residential land uses with a narrow commercial strip along University Avenue. Broken or uneven sidewalks are the greatest concern along with a lack of shade trees, trash, and overgrown bushes between I-94 and University Avenue. In the Victoria station area, narrow sidewalks were noted south of University Avenue.

Downtown St. Paul and the West Bank stations areas share similar high intensity, mixed land uses and they share common concerns about the lack shade trees, prevalence of broken or uneven sidewalks and speeding traffic. Beyond this, pedestrian conditions tend to diverge. The West Bank has greater concerns about poor lighting and narrow sidewalks than downtown St. Paul, which has more concerns about areas that feel unsafe.

This overview suggests several conclusions and opportunities for further consideration.

1. Ongoing sidewalk maintenance is an issue in all station areas, cuts across all land uses and is affiliated with all roadway classifications. Traditionally, sidewalk maintenance and repairs have been the joint responsibility of government and private property owners, but it is clearly not working well. Can public and private entities work together to review the financing structure for repairs and maintenance and develop options that are fair, equitable and increase the frequency of sidewalk repair and replacement?
2. Speeding traffic is more problematic on arterial roadways where increased commercial and retail activity and more foot traffic is desired. Can traffic calming and enforcement strategies be coordinated throughout the corridor so drivers and pedestrians know what to expect and business people have some certainty about how the street they are locating on will function.
3. More shade trees and green spaces would greatly enhance all station areas. Can the Great River Greening approach to planting trees in the Mississippi River Valley or another model be adapted and implemented to expand the urban forest in the Central Corridor?

What improvements do community members see as priorities?

Using the quantity of comments and map notations as an indicator of what community members see as priorities, the top three areas for improvement are the sidewalk network and conditions, traffic calming and increased awareness of pedestrians, and expansion of the urban forest — shade trees — and green spaces.

At the top of the list, sidewalk network and conditions include a host of concerns from uneven and broken sidewalks to missing sidewalks to missing or inadequate curb ramps. As mentioned earlier, these issues are found throughout the corridor and station areas. Beyond broken and uneven sidewalks and missing network being noted the most often followed, the survey does not provide indicators of priorities within this general issue or where improvements are most urgent. This is an important consideration because sidewalk improvements are an expense shared by the public and private sector and projects must compete for limited resources.

Speeding traffic and driver inattention to pedestrians generated the second most comments and map notations. Unlike sidewalks, these concerns require behavioral change most often stimulated by law enforcement, visual cues in the environment, and alterations to the roadway, such as bump outs, medians or roundabouts. Since there so many different strategies that are funded from a variety of sources, it will be important to establish priorities within this category to guide development of a strategic course of action that will yield a positive, cumulative impact.

The absence or presence of shade trees and/or green space and gardens produced the third most comments and map notations. It is important to note that shade trees — the urban forest — and green spaces and gardens were identified as a priority improvement because their presence was considered an asset to the pedestrian realm and thus a value of survey participants. Expansion of the urban forest and the addition and maintenance of green spaces and gardens is a relatively low-cost, incremental improvement that contributes to positive street life, the top ranked asset of the pedestrian experience. Both the public, private and nonprofit sectors can participate in project or activities that advance this improvement, while also building a sense of place and community.

How might improvement projects be coordinated, accelerated and implemented equitably?

The Walkability Survey has created a baseline of community-identified concerns and assets — a starting point for the next phase of work that will directly address this question. What we can conclude about this question from the Walkability Survey follows.

- Community members and organizations are tremendously interested in the issue of improving walkability in the corridor. The Walkability Survey raised awareness of walking in the corridor by engaging community organizations in helping to coordinate survey walks, sharing information about the survey at community events, promoting the survey through a variety of media, and conducting the survey. We have built a base constituency to participate in a robust community conversation and engagement process around this question and assist with establishing priorities.

- Pedestrian realm concerns and assets involve numerous sectors, all of which must be involved in coordination and implementation. How these sectors intersect across projects and geographies is more difficult to answer at this time, though they are all engaged in one way or another in the many projects underway in the Central Corridor.
- How to achieve equitable implementation and funding of projects is a challenge and was not within the scope of this survey. However, the survey engaged many persons of color, low-income households, members of the Disability Community, and immigrants as well as organizations that serve them. These constituencies participated in the survey and contributed the preliminary inventory of concerns and assets and should be engaged in this phase of work.
- Finally, the distribution of different types of map notations when combined with development and other activities occurring in station areas pose questions to seed the larger community conversation. Examples follow.
 - Can development projects be designed and implemented to address pedestrian realm improvements in stations areas? Potential opportunities: development projects could make an intentional effort to address the lack of shade trees in the Prospect Park, West Bank, Fairview, and Western station areas.
 - Can MnDOT, Ramsey County and the City of St. Paul coordinate implementation of improvements at each of the I-94 ramps in the corridor? Potential opportunities: improve pedestrian facilities at the top of each ramp; implement a traffic calming/pedestrian education demonstration project to increase driver awareness that they are entering a different driving environment; require new development along St. Anthony to meet pedestrian realm standards that create a safer and friendlier pedestrian environment along this edge.
 - Can Active Living Ramsey Communities coordinate its bench program with placemaking and public art projects on Western and Victoria or with redevelopment projects in station areas? Metro Transit might also be a partner in these projects.
 - Can neighborhood associations, district councils and other community-base groups work together to offer workshops on how to create green space and gardens that contribute to a friendly pleasant environment or coordinate local efforts to pick-up trash and trim overgrown bushes and shrub

LESSONS LEARNED ABOUT WALKABILITY SURVEYS

- Engage Disability Community advocates early to ensure that there's enough time and resources to make the survey tool accessible to all.
- Keep the survey short so that more people will finish it. When we shortened the online survey, the completion rate skyrocketed.

- Develop and adequately resource a strategic Outreach Plan and engage as many community leaders and groups as possible. We received many more surveys from neighborhoods where residents and organizations were actively involved.
- Make the survey time period long enough for community members to organize their own walks and take the survey. The three-week window we originally allowed was not long enough, so we extended it for an additional month.

NEXT STEPS

The DCC sees the 2012 Walkability Survey as a first step in the effort to draw attention to the importance of the pedestrian realm as a critical element to provide safe, easy access to the Green Line for people of all levels of mobility. We anticipate that additional phases of the project will be needed to ensure that the primary issues identified by the survey are addressed, and that significant investments are made to improve walking routes to the Green Line before it opens in 2014. Next steps will focus on six areas:

1. Disseminate 2012 Survey Results and Advocate for Action.

The DCC will work to engage: (1) the community; (2) elected officials; (3) Central Corridor Investment Strategy Advisory Committee; (4) CCLRT Project Contingency Fund decision-makers and (5) allies, such as TLC, Smart Trips, Central Corridor Design Center, and LISC. In conjunction with these stakeholders, we will work to ensure collaborative discussion of survey results through local presentations, online engagement through social media, and website creation and promotion.

2. Present the report to government agencies and engage them in the development and implementation of strategies to address the most urgent pedestrian realm improvements before the Green Line opens for service in 2014.

The DCC will work with local officials and transportation planners to synchronize walkability recommendations with implementation of existing pedestrian realm improvement plans and regular Public Works maintenance schedules. In addition to meeting informally, we will convene at least one facilitated work session where community members and decision-makers can share information and explore joint implementation strategies.

3. Gather additional survey data from groups and station areas that are under-represented in the 2012 survey project.

Working in cooperation with the Disability Community, the DCC will conduct an analysis of access issues by expanding the Walkability Survey, which initially focused on barriers for people with mobility devices, to include the visually, hearing and mentally impaired. This analysis will identify specific locations that need improvement and will inform the Walkability Equity Assessment with regard to priority setting and implementation.

The DCC will seek resources to translate and adapt the survey so that new immigrants can provide input on issues related to walking routes to the LRT.

4. Conduct an Equity Analysis of Walkability Survey Findings.

In consultation with impacted constituencies, we will establish a set of indicators, such as socio-demographic statistics; proximity of employers, schools, and health care providers; locations of vacant homes and multi-family housing for elders; to use as an equity lens for analyzing survey results. The outcomes of this analysis will be used to develop solutions and implementation strategies and to set priorities for improving the pedestrian realm.

5. Co-convene a Workshop on Economic Development and the Pedestrian Realm.

The DCC will host a special workshop in late spring 2013 to examine the relationship of walkability to economic development around station areas and explore strategies for funding pedestrian realm improvements as part of light rail transit projects. As a part of this workshop, we will examine the value of amenities at bus stops and light rail stations. The DCC will seek out a qualified partner, such as the Central Corridor Design Center to help plan and lead this workshop.

6. Develop a robust, multi-faceted communications plan to keep people engaged in pedestrian realm issues and to share the survey tools with others for possible replication.

Effective, regular communications with stakeholders will be essential to generate broad participation in ongoing analysis of barriers to walking, crafting solutions to identified concerns, and advocating for implementation of those solutions. We will prepare and implement a communications plan that employs a range of traditional and social media to ensure that people of all levels of mobility can safely and easily get to LRT stations and bus stops.

To share the Walkability Survey tool with other organization, the DCC will capture and record information learned, and develop “Tech Transfer Tools” such as online publications and toolkits, videos, and presentations. Information will be disseminated via workshops and in-person consultations, as well as through online resources, to make the DCC’s lessons learned from the Walkability Survey available to organizations in the Twin Cities region and nationwide.

Individual Station Area
Walkability Survey Reports
(Ordered from East to West)

Downtown Stations – 10th Street, Central & Union Depot 77 Surveys

Positive Responses

Many people commented on the buildings and landmarks, including the Union Depot, the historic churches, the Fitzgerald Theater, and views of the Capitol. The Farmer's Market and green spaces like Mears Park were also appreciated, as was the active street life in the 7th Place area and in Lowertown.



"It was great to walk on the street versus the skyways and enjoy Saint Paul's historic buildings and landmarks."



The Area map includes map notations plus written comments that identified a location.

"The sidewalks are in a lot worse shape than I realized, particularly if you use a mobility device."

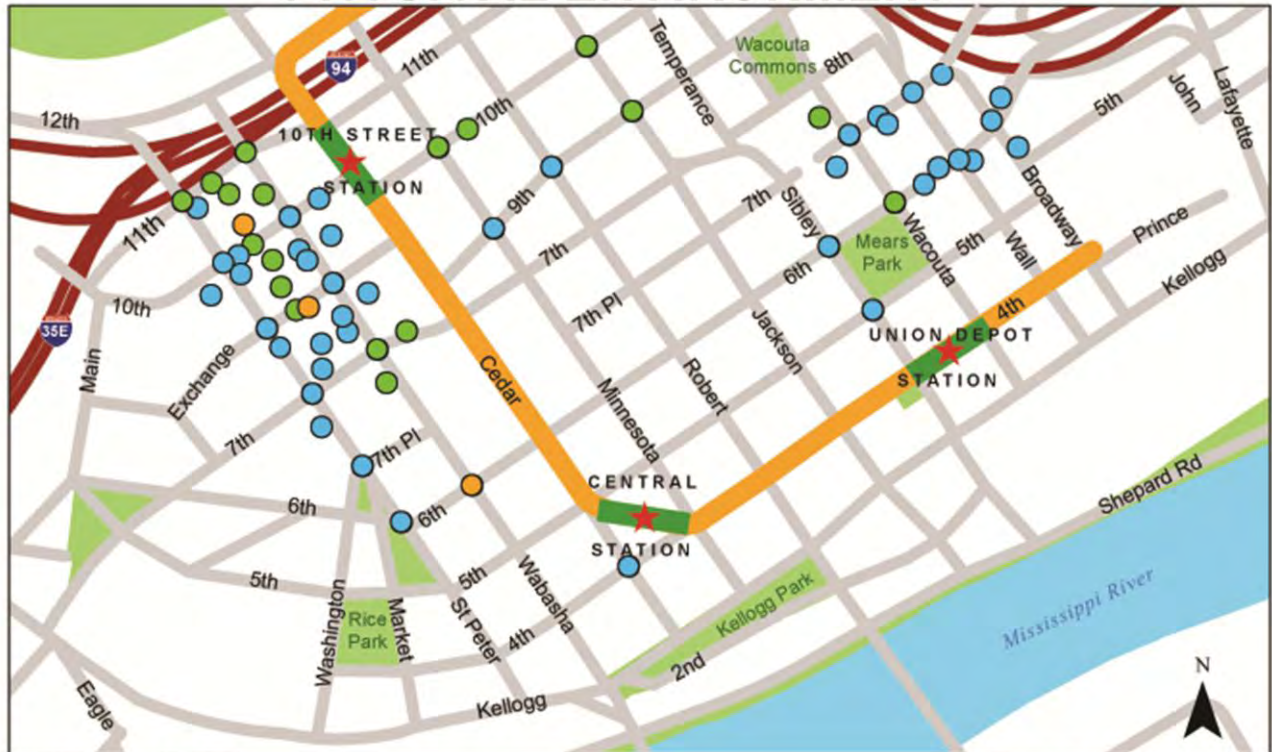
Primary Issues and Locations Identified --

There were 128 survey comments & 96 map notations for the Downtown stations. The majority of people walked to the 10th Street Station, so most comments focused on Wabasha, St Peter, and 9th, 10th and 11th streets. The biggest problems identified were cracked, uneven sidewalks, speeding traffic and lack of shade trees and open space. People also noted very few bike lanes, narrow sidewalks, and several areas that felt unsafe.



"Snow is often left at the corners so you have to leap a snow bank to cross the street or catch a bus."

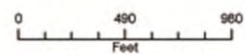
Downtown Station Areas PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- | | |
|---|--|
| ● Broken or Uneven Sidewalk | ● Lots of Trash |
| ● Not Enough Shade Trees | ● Vacant Homes |
| ● Overgrown Bushes or Trees | ● Need More Benches |
| None Identified | None Identified |

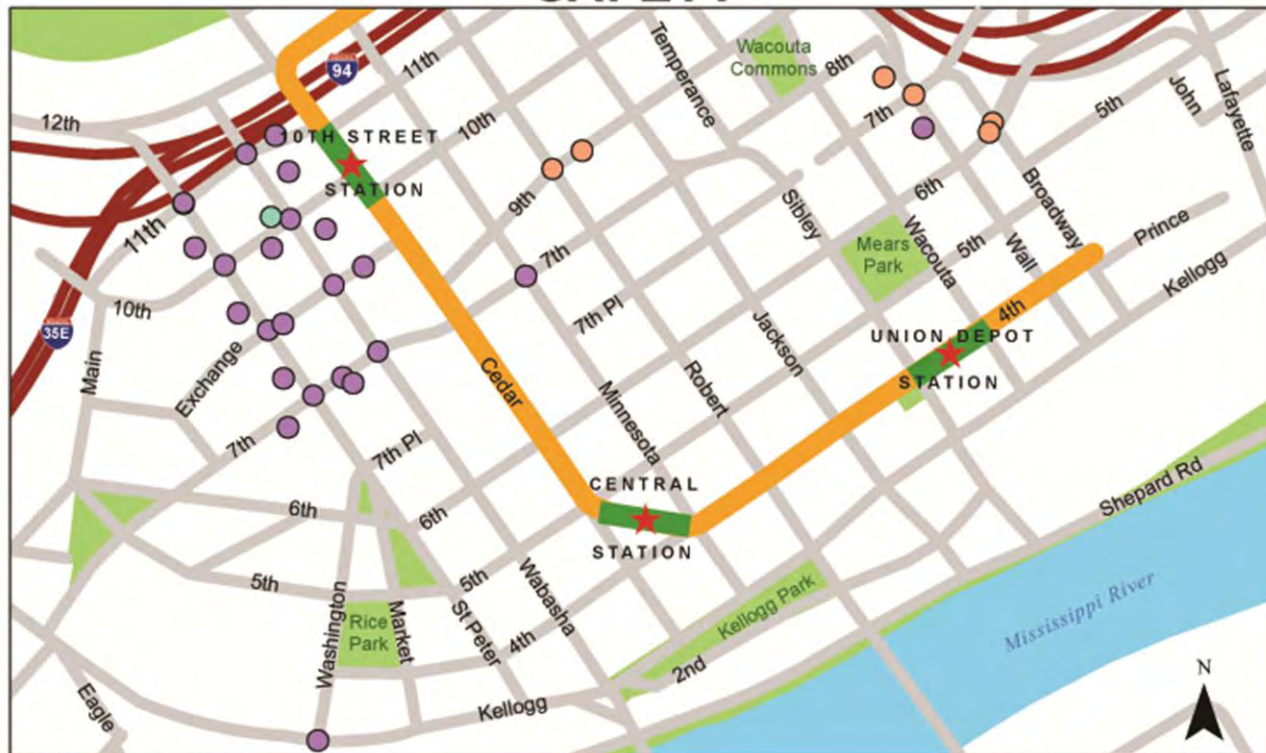
SURVEY COUNT : 77



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 59 comments (46% of all Downtown stations survey comments) & 61 map notations. Cracked and uneven sidewalks and a lack of shade trees were the biggest issue on Wabasha and St Peter north of 7th Street, and on 6th and 7th streets between Wacouta and Broadway. The need for more shade trees and green space along 10th and 11th streets was also noted. Several walkers felt it was important to provide better signage to direct people to landmarks, theaters, hospitals, transit and other destinations.

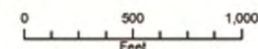
Downtown Station Areas SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Bikes Riding on Sidewalk
- Poor Lighting
- Area Feels Unsafe

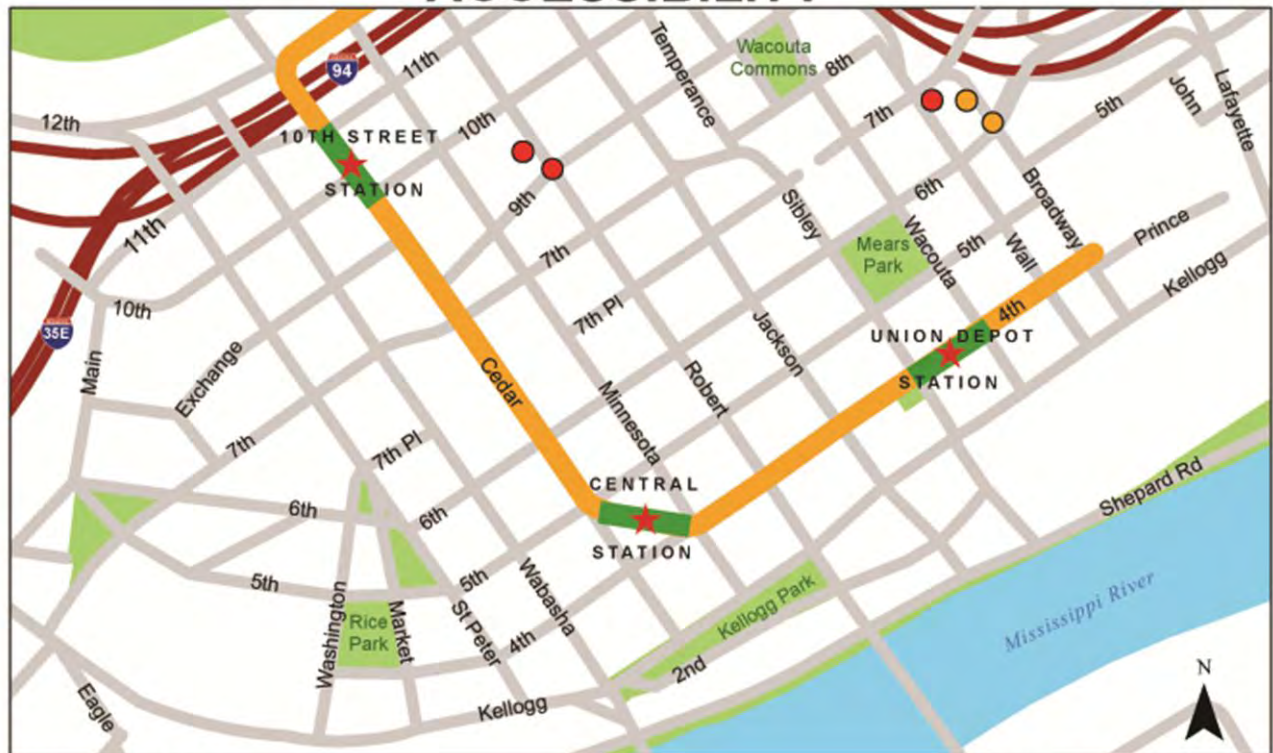
SURVEY COUNT : 77



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – There were 29 comments (23% of all Western station survey comments) & 30 map notations. Walkers reported speeding traffic on Wabasha and St Peter north of 7th Street, and at Cedar and 10th where cars exit the I-94 freeway. The lack of bike lanes was a concern, as it resulted in bikes riding on the sidewalk. Several people reported they felt unsafe in a few locations with few people on the street and not enough pedestrian level street lights at night, especially at the intersections of 7th and Wall, 6th and Broadway, and 9th and Robert.

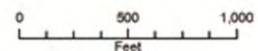
Downtown Station Areas ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
None Identified
- Curb Ramps Missing or Inadequate
None Identified
- Snow Blocks Path in Winter
None Identified

SURVEY COUNT : 77



Created By Scott Varco
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Accessibility – There were 17 comments (13% of all Downtown station survey comments) & 63 map notations. Missing or narrow sidewalks and diagonal curb ramps were cited as the main barriers to access for the downtown area. 9th and Robert and 7th and Wall were cited as locations with no sidewalks, while sidewalks were considered much too narrow on Cedar Avenue and Broadway between 6th and 7th.

Western Avenue Station

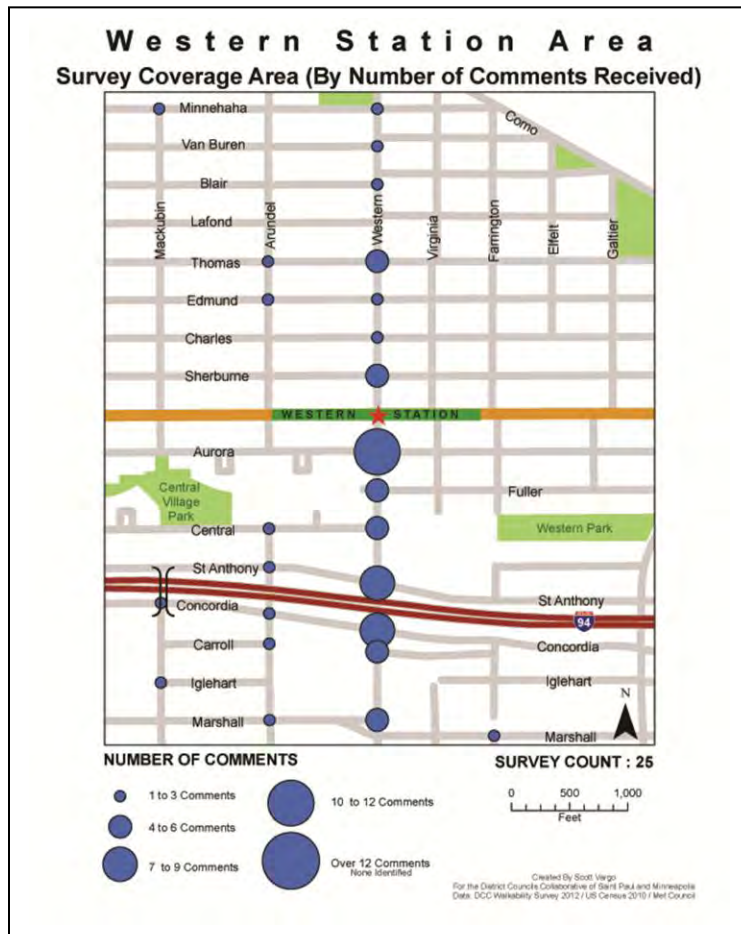
25 Surveys

Positive Responses

A large group of people walked to the Western Avenue station on opening day of the Walkability Survey, along with the world renowned livability expert Charles Landry who was visiting from London. Local residents proudly showed off their neighborhood, with its tree-lined streets, attractive houses, and gardens with flowers and vegetables.



Seitu Jones (left) and Charles Landry (2nd from left) walk along Western Avenue on opening day of the Walkability Survey.



The Area map includes all comments from surveys that identified a map location.



"Sidewalks were uneven and a tripping hazard."

Primary Issues and Locations Identified – There were 30 survey comments & 93 map notations for Western. Broken or uneven sidewalks on Western Avenue were the biggest issue for the walkers. A second concern was litter and broken glass on the section between University Avenue and Concordia.

"Felt unsafe due to lack of eyes on the street at several locations."

"The sidewalk rises and falls on much of the route and there are hardly any marked crosswalks."

Western Station Area PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- Broken or Uneven Sidewalk
- Lots of Trash
- Not Enough Shade Trees
- Overgrown Bushes or Trees
- Vacant Homes
- Need More Benches
- None Identified

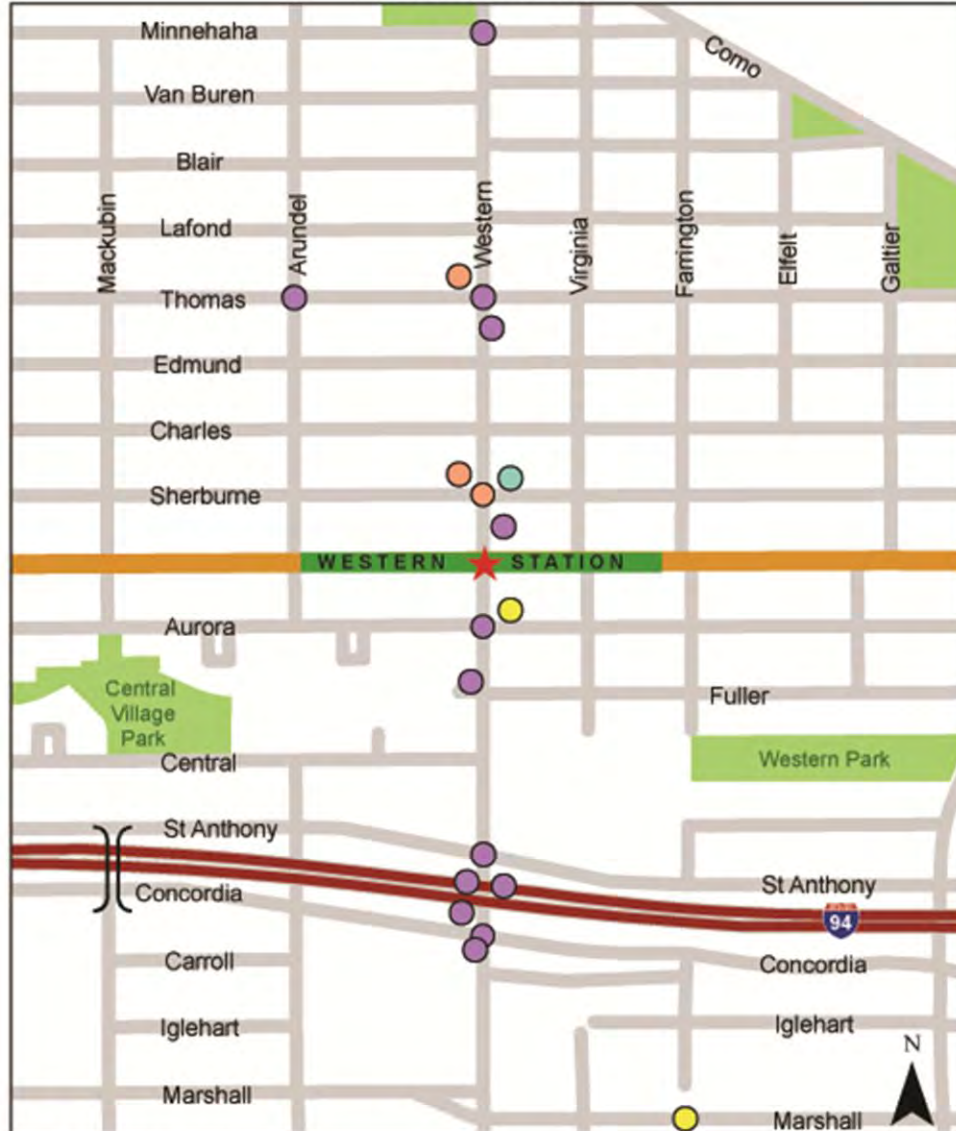
SURVEY COUNT : 25

0 510 1,020
Feet

Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 16 comments (53% of all Western station survey comments) & 63 map notations. By far the greatest number of comments focused on the cracked and uneven sidewalks on Western Avenue all the way from Van Buren on the north to Marshall Avenue on the south. There were not enough shade trees between I-94 and University Avenue, and there was lots of litter between Aurora and Concordia.

Western Station Area SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
- Area Feels Unsafe
- Bikes Riding on Sidewalk

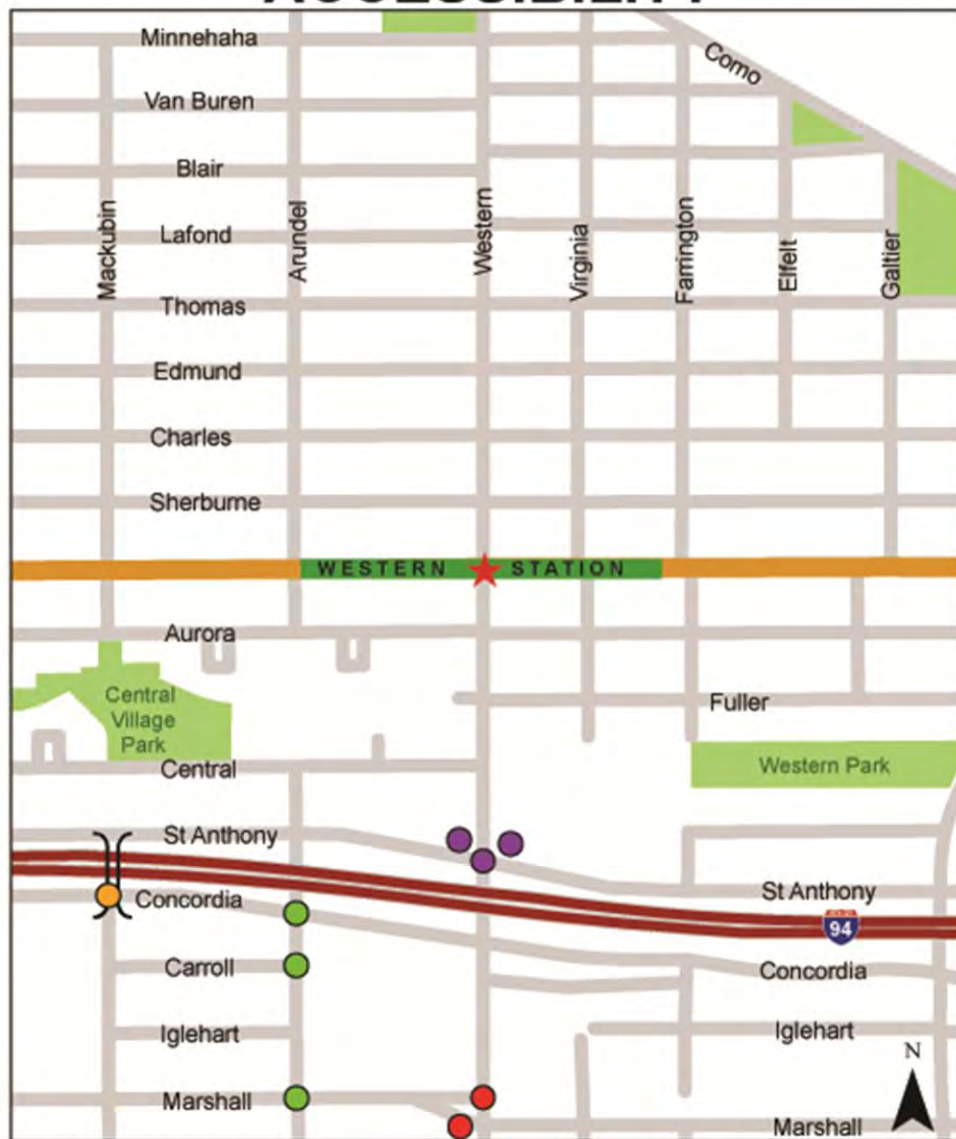
SURVEY COUNT : 25

0 500 1,000
Feet

Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – There were 4 comments (13% of all Western station survey comments) & 19 map notations . Speeding traffic was a problem on Western Avenue at Minnehaha, Thomas, St Anthony, Concordia and the bridge over I-94. A few people felt unsafe at Sherburne and Thomas. Some noted inadequate pedestrian level street lighting at the Western/Aurora intersection.

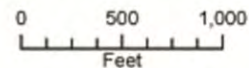
Western Station Area ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
- Curb Ramps Missing or Inadequate
- Snow Blocks Path in Winter
- None Identified

SURVEY COUNT : 25



Created By Scott Virgo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

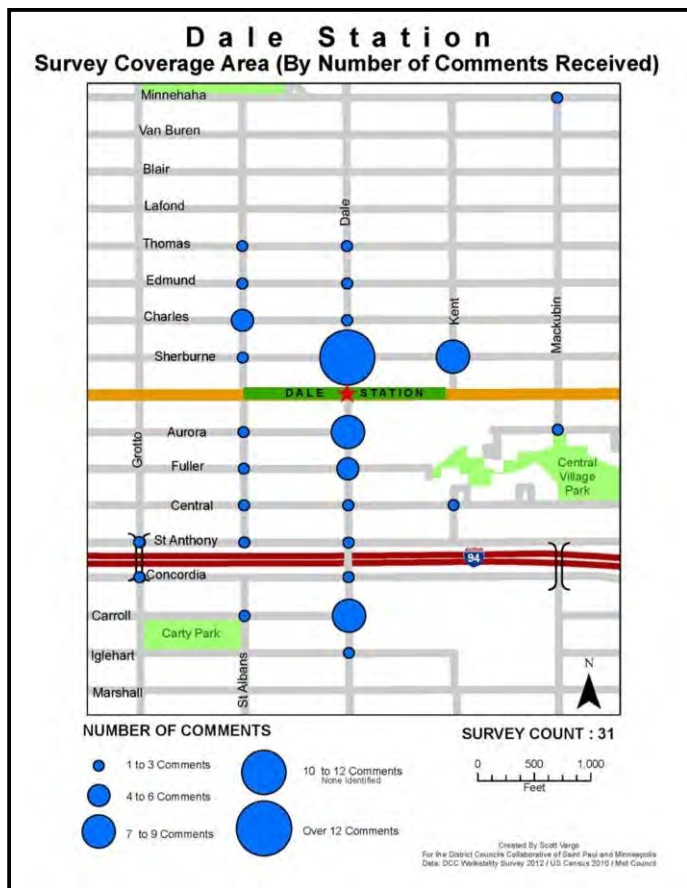
Accessibility – There were 5 comments (17% of all Western station survey comments) & 9 map notations . Sidewalks were reported missing at Western and Marshall, curb ramps were missing or inadequate at the Western/St Anthony intersection, and crosswalks were not provided on Arundel at Concordia, Carroll and Marshall.

Dale Street Station

31 Surveys

Positive Responses

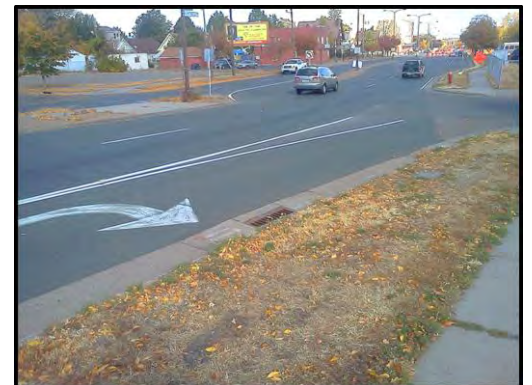
Large shade trees led the list of positive comments, with several people citing Sherburne as one of the nicest streets to walk. Walkers also enjoyed seeing neighbors out in their yards, and appreciated the wide boulevards between sidewalks and the street.



The Area map includes all comments from surveys that identified a map location.



A pleasant, pedestrian- and bike-friendly street near the Dale Street station.



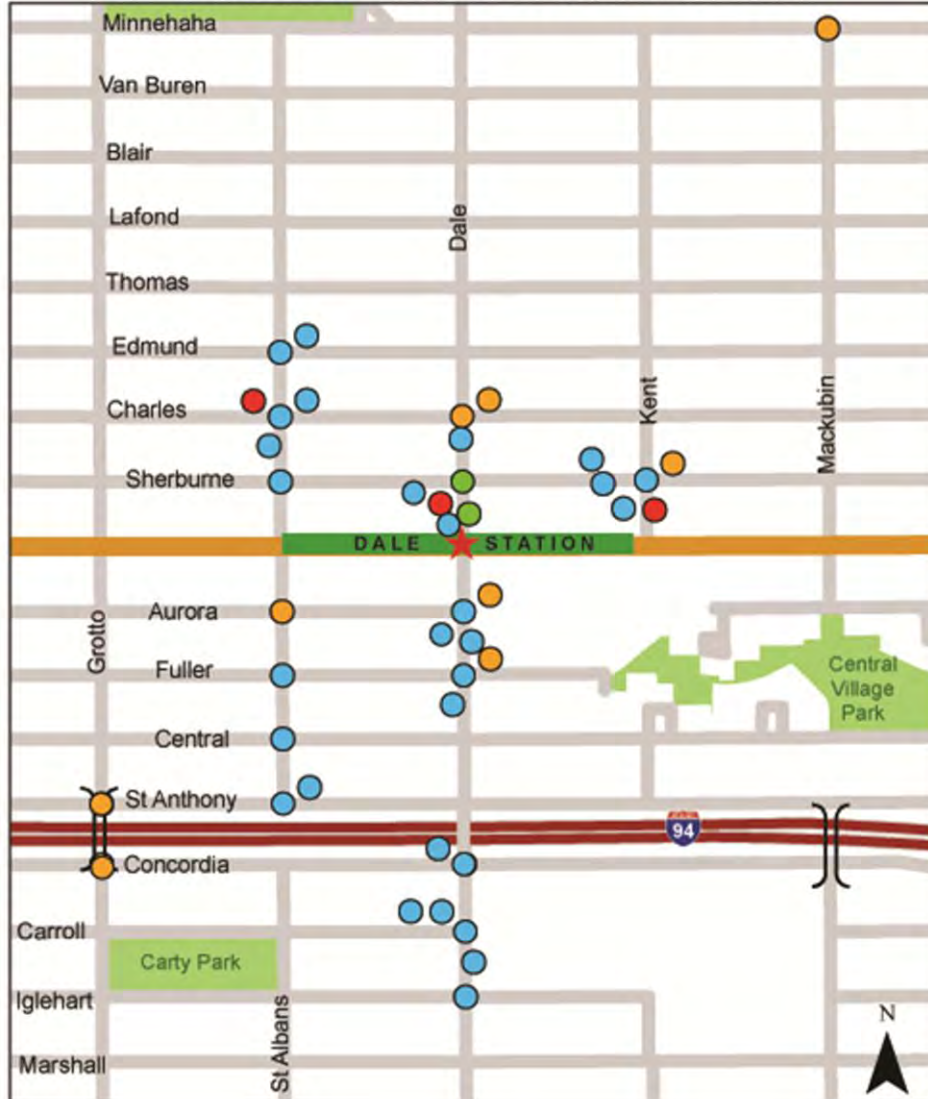
Dangerous, confusing intersection with no crosswalks

Primary Issues and Locations Identified – There were 51 survey comments & 95 map notations for the Dale Street station. Speeding traffic was identified as a major safety issue all along Dale Street. Walkers found crossing Dale to be dangerous due to cars turning while pedestrians were in the crosswalk and traffic lights that changed too quickly. Other issues that need to be addressed include inadequate street lighting, broken, uneven or narrow sidewalks, litter, and areas that felt unsafe.

"The sidewalks need improvement and more trash cans need to be put out on the corners."

"Seniors need a longer time to cross streets and there should be no right turn allowed when light is red."

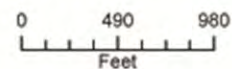
Dale Station PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- Broken or Uneven Sidewalk
- Lots of Trash
- Not Enough Shade Trees
- Vacant Homes
- Overgrown Bushes or Trees
None Identified
- Need More Benches
None Identified

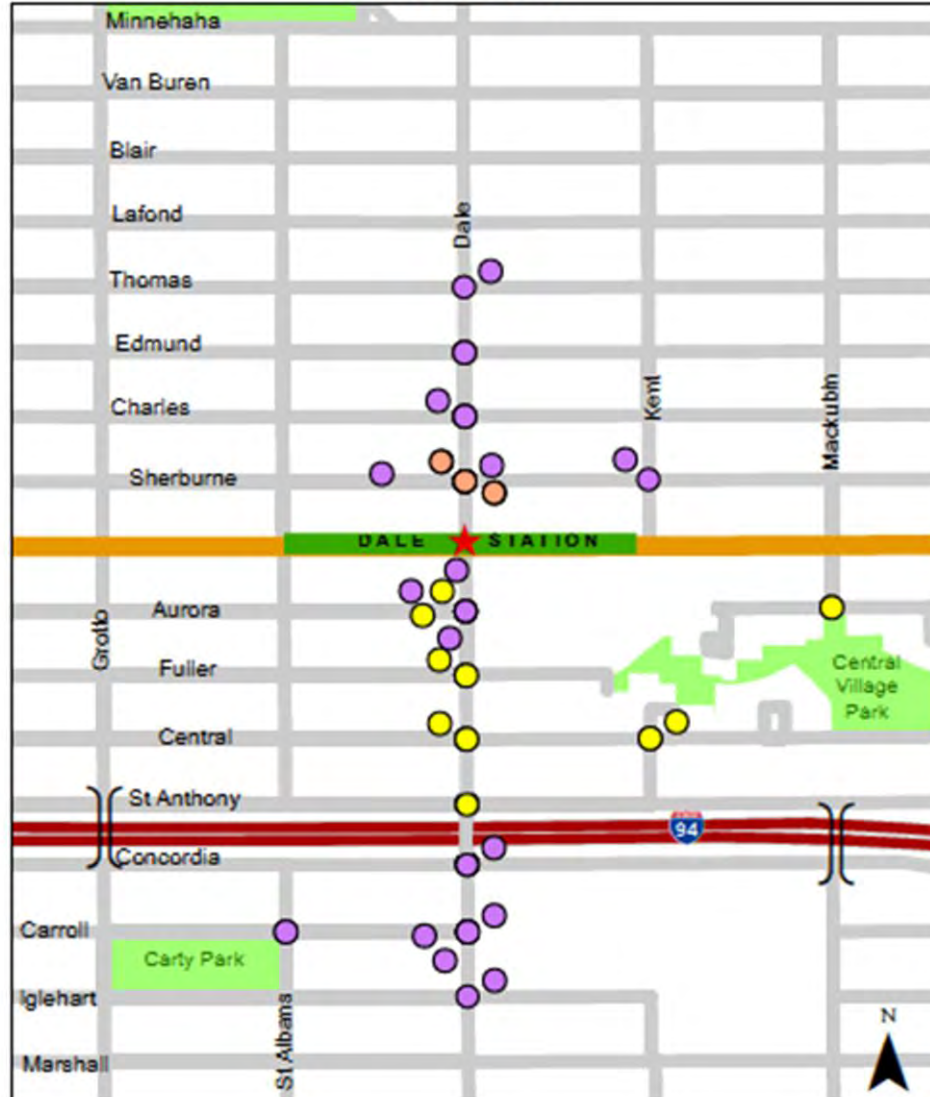
SURVEY COUNT : 31



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 21 comments (41% of all Dale station survey comments) & 39 map notations . Many of the sidewalks on Dale, St Albans and Kent are cracked, uneven and badly in need of repairs. Walkers also noted litter-strewn areas along Dale at Charles, Aurora and Fuller, and near the pedestrian/bike bridge over I-94 at Grotto.

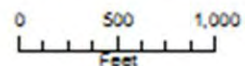
Dale Station SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
- Area Feels Unsafe
- Bikes Riding on Sidewalk
- None Identified

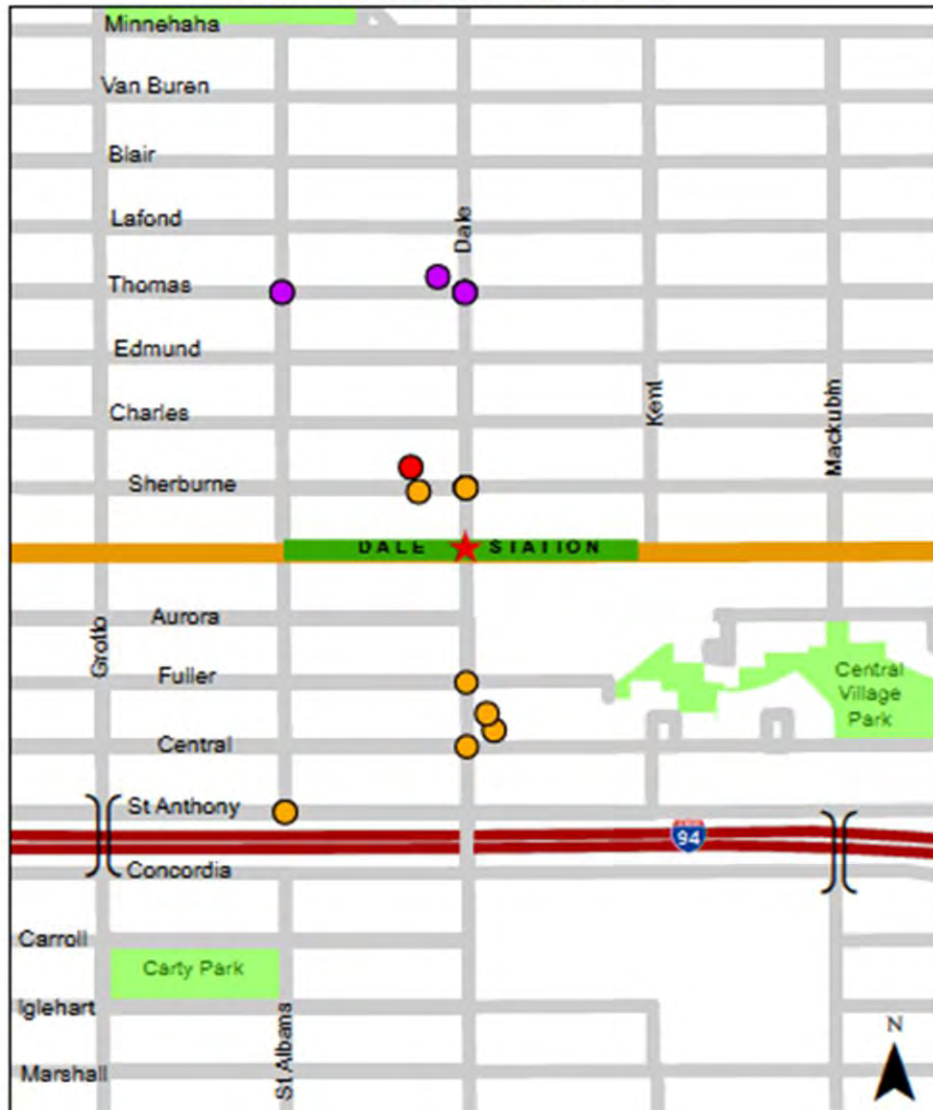
SURVEY COUNT : 31



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Date: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Safety & Security – 45% (23 comments) & 35 map notations There were 22 comments (45% of all Dale station survey comments) & 35 map notations. On Dale Street, heavy traffic posed the greatest danger, along with cars turning at intersections while people were trying to cross. St Anthony and Concordia were particularly bad, as cars came off the I-94 freeway. Walkers also expressed concern that traffic lights don't allow enough time for pedestrians with limited mobility to cross, and that there is very little pedestrian street lighting at night, especially between I-94 and University Avenue.

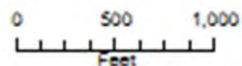
Dale Station ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
None Identified
- Curb Ramps Missing or Inadequate
- Snow Blocks Path in Winter
None Identified

SURVEY COUNT : 31



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Map Council

Accessibility – There were 2 comments (4% of all Dale station survey comments) & 11 map notations . With only two written comments related to access for the Dale station, we are relying mainly on the map for data. Narrow sidewalks were the biggest issue raised by walkers, especially where Dale intersects with Sherburne, Fuller and Central. Missing or inadequate curb ramps were also noted on Thomas at Dale and St Albans.

Victoria Street Station

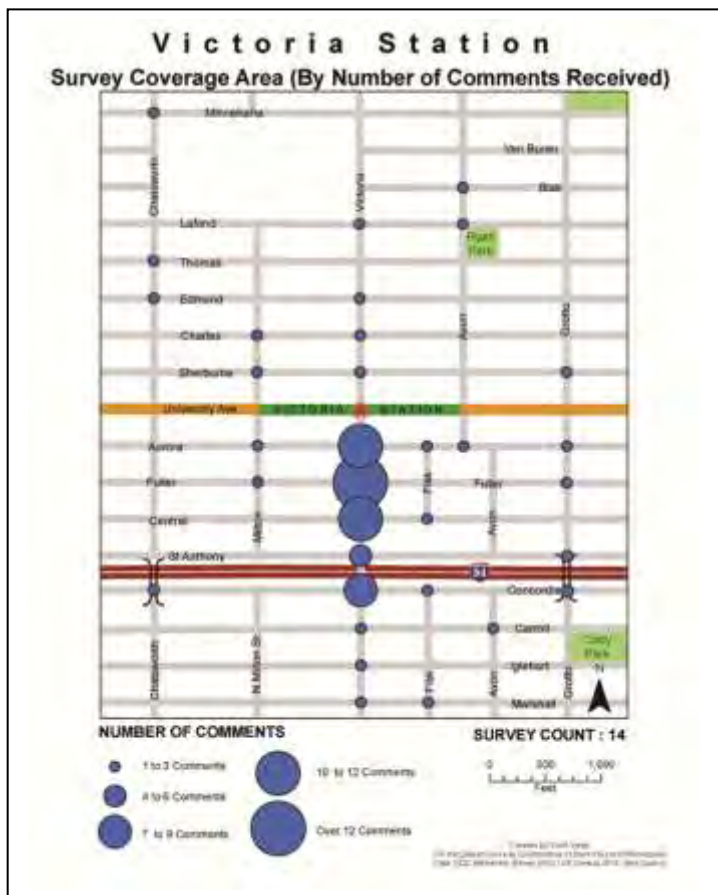
14 Surveys

Positive Responses

Walkers enjoyed the neighborhood atmosphere with well-maintained buildings and landscapes, nice shade trees, a selection of local businesses and people out walking. There was little noise other than I-94, and in most places traffic was not driving too fast.



"Good neighborhood atmosphere with people growing vegetables in their back yards."



The Area map includes all comments from surveys that identified a map location.



"Lots of cracked sidewalks – not very accommodating for seniors and folks with disabilities."

Primary Issues and Locations Identified – There were 35 survey comments & 104 map notations for Victoria. Most people walked on Victoria where they reported cracked, uneven, too-narrow and missing sidewalks to the south of University Avenue. Curb ramps were also inadequate or missing in a number of locations on Aurora, Central and Lafond and there were not enough benches. Fast-moving traffic was a problem on the I-94 frontage roads.

"Only one place to sit – in front of the funeral home at Concordia and Victoria."

"Make sidewalks more even, trim back bushes, stripe more bike lanes and lower speed limits in residential areas."

Victoria Station PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- Broken or Uneven Sidewalk
- Lots of Trash
- Not Enough Shade Trees
- Vacant Homes
- Overgrown Bushes or Trees
- Need More Benches

SURVEY COUNT : 14

0 510 1,020
Feet

Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 15 comments (43% of all Victoria station survey comments) & 55 map notations . A large number of people walked from the south on Victoria and reported that sidewalks are cracked, uneven and in need of repair. This appears to be true throughout the neighborhood, although there were fewer comments on other locations. Curb ramps are missing or inadequate on Aurora, Central and Lafond, and benches are needed on Victoria, so that people can sit and rest. Overgrown trees and bushes and trash were also identified as a problem in several locations.

Victoria Station SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
- Area Feels Unsafe
- Bikes Riding on Sidewalk

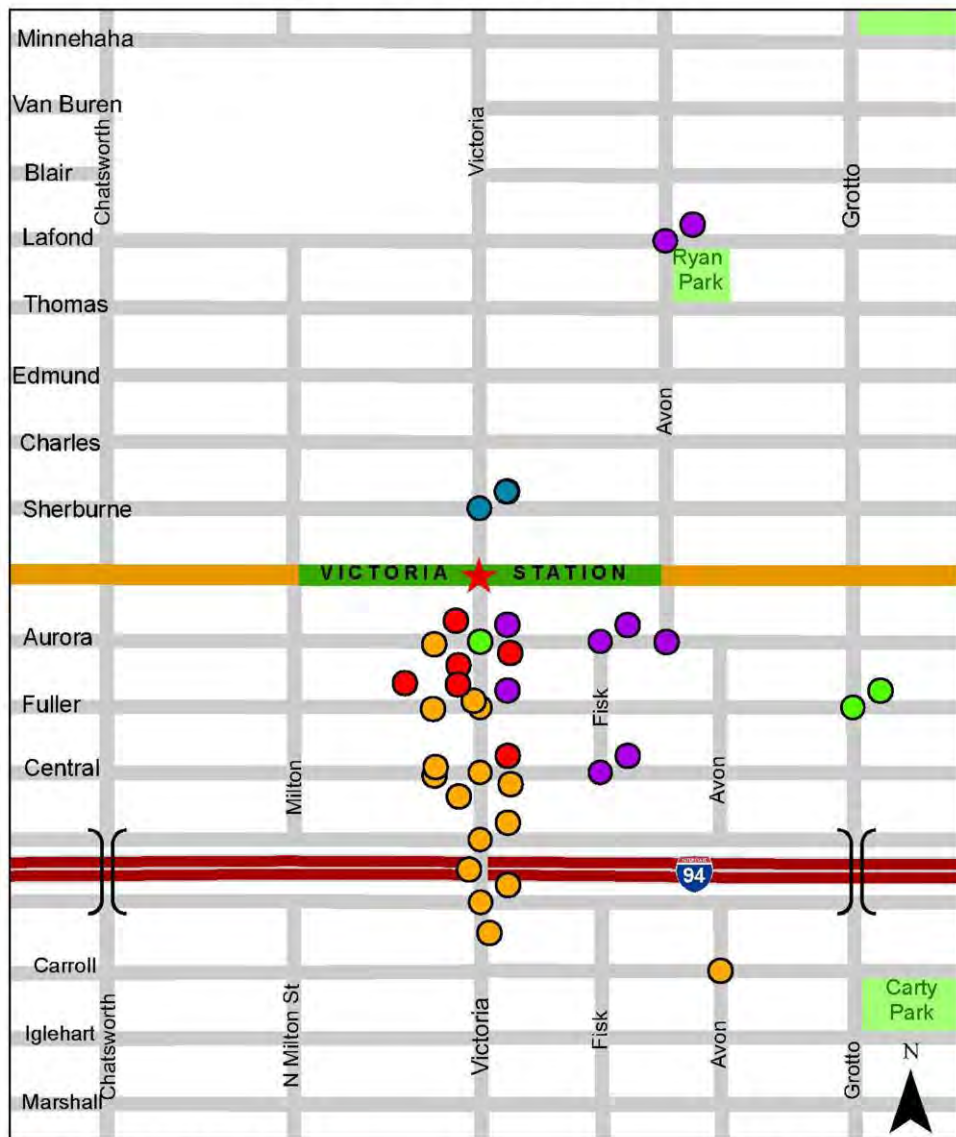
SURVEY COUNT : 14

0 500 1,000
Feet

Created By Scott Virgo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – There were 12 comments (34% of all Victoria station survey comments) & 13 map notations . Traffic goes too fast on the freeway service roads, especially at the pedestrian bridges at Chatsworth and Grotto and on Victoria. Some people also indicated they felt unsafe near Victoria and Fuller and south of the I-94 freeway at Grotto and Concordia. More pedestrian level lighting is needed on Victoria north of University Avenue.

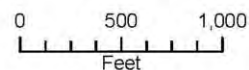
Victoria Station ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
- Curb Ramps Missing or Inadequate
- Snow Blocks Path in Winter

SURVEY COUNT : 14



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Accessibility – There were 7 comments (20% of all Victoria station survey comments) & 36 map notations. Narrow and missing sidewalks were reported all along Victoria to the south of University Avenue. The other major access problem was missing or inadequate curb ramps, especially on Aurora and Central. Crosswalks were missing or inadequate on Fuller at Grotto and Victoria at Aurora.

Lexington Parkway Station

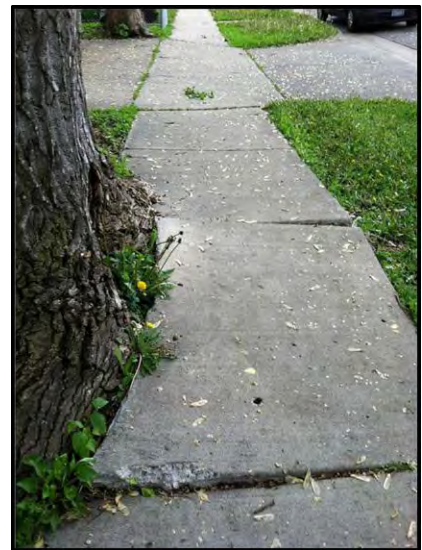
54 Surveys

Positive Responses

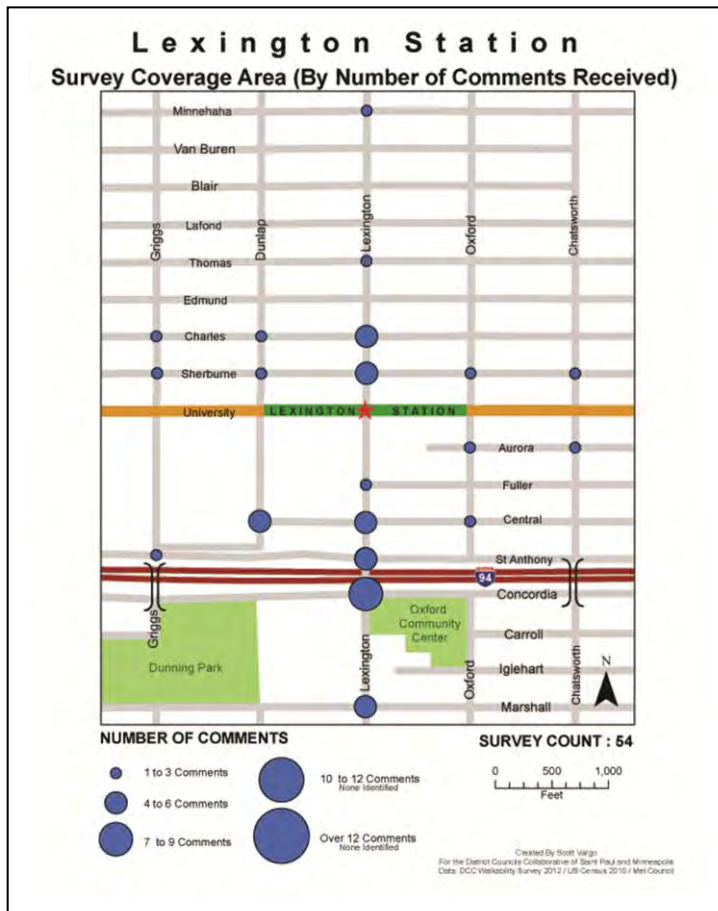
Many people commented on how pleasant it was to walk along Lexington Parkway with its central median and abundance of shade trees. Sidewalks were generally clean and in good condition, the houses were attractive, with flowers in the yards, and there were people out and about.



"Lots of shade trees along the parkway and boulevards."



"Cracked, uneven sidewalks with no place to sit and rest."



The Area map includes all comments from surveys that identified a map location.

Primary Issues and Locations Identified – There were 68 survey comments & 72 map notations for Lexington. Speeding traffic and broken, uneven narrow or missing sidewalks were the primary issues noted by those who walked to the Lexington station. Trash and a shortage of shade trees were also a problem in some areas, especially near the I-94 freeway.

"Needs landscape improvements, safety improvements and more attentive drivers."

"Install signs for people to pay attention and look for cars entering or leaving the gas station at St Anthony and Lexington."

Lexington Station PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- Broken or Uneven Sidewalk
- Lots of Trash
- Not Enough Shade Trees
- Vacant Homes
- Overgrown Bushes or Trees
- Need More Benches
- None Identified

SURVEY COUNT : 54

0 510 1,020
Feet

Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 47 comments (68% of all Lexington station survey comments) & 37 map notations. Many people reported that sidewalks are cracked, uneven and in need of repair, especially on Sherburne, Oxford and Victoria. Benches are needed on Victoria, so that people can sit and rest, and more shade trees on Marshall, Concordia, St Anthony and Central would give protection from the sun in summer. Trash was also identified as a problem on Lexington at Charles and Central and on Dunlap at Sherburne and Central.

Lexington Station SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
None Identified
- Area Feels Unsafe
- Bikes Riding on Sidewalk
None Identified

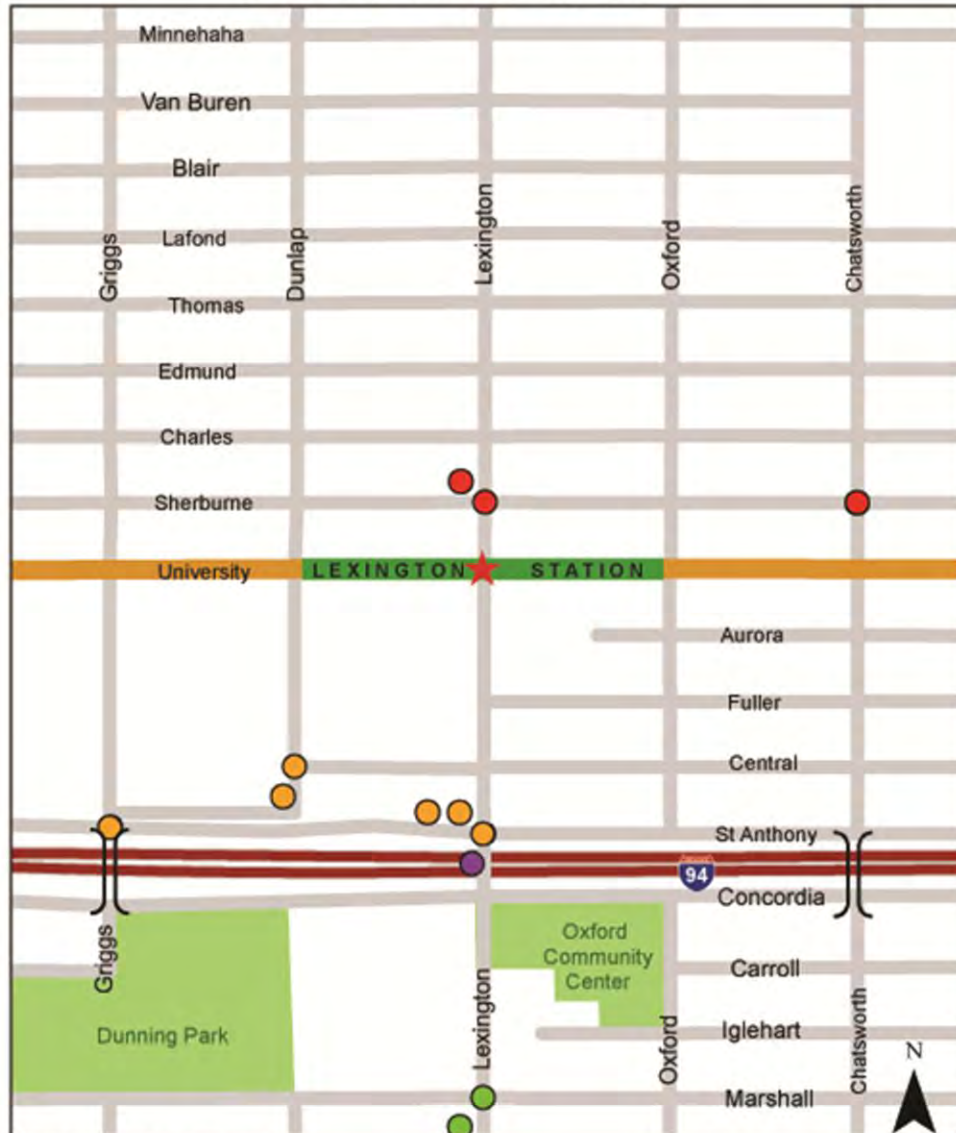
SURVEY COUNT : 54

0 500 1,000
Feet

Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – There were 14 comments (20% of all Lexington station survey comments) & 23 map notations. Traffic goes too fast on Lexington, especially near the freeway exits and at Marshall, Concordia, St Anthony, Central and Sherburne. Some people also indicated they felt unsafe in a few areas near Griggs and Sherburne.

Lexington Station ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
- Curb Ramps Missing or Inadequate
- Snow Blocks Path in Winter
None Identified

SURVEY COUNT : 54

0 500 1,000
Feet

Created By Scott Virgo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

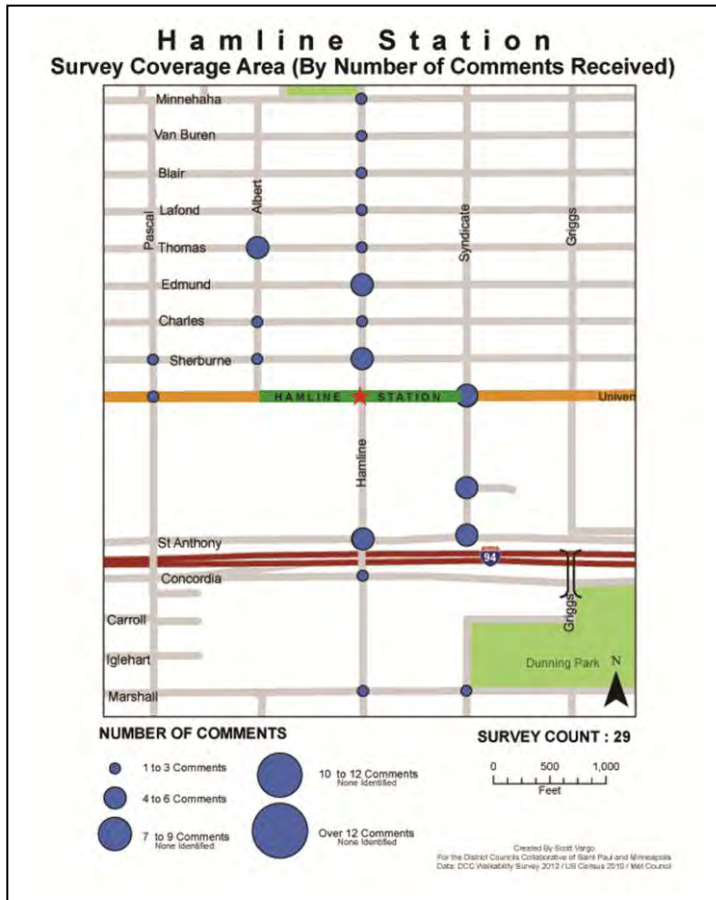
Accessibility – There were 4 comments (6% of all Lexington station survey comments) & 12 map notations. Narrow and missing sidewalks on St Anthony at Lexington, Griggs and the Central/Dunlap intersection were the top concern for Lexington walkers, who also noted inadequate crosswalks at Lexington and Marshall.

Hamline Avenue Station

29 Surveys

Positive Responses

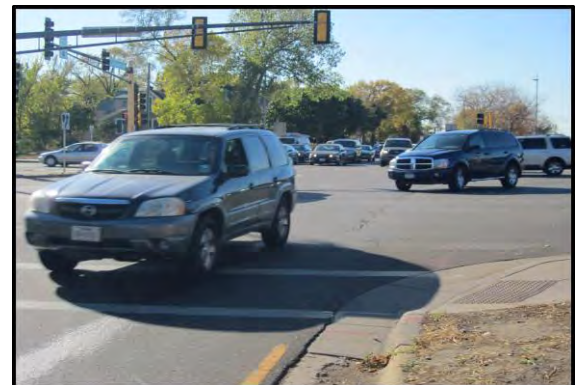
Shade trees, gardens and other greenery received the most positive comments from those who walked to the Hamline station from the north. They also noted continuous sidewalks and people walking and bicycling along the route.



The Area map includes all comments from surveys that identified a map location.



Walking to the new Hamline station with teens from Skyline Tower.



"Cars moving too fast, do not watch for people."

Primary Issues and Locations Identified – There were 49 survey comments & 78 map notations for Hamline. Speeding traffic and inadequate lighting were the most frequently mentioned concerns for those walking from the north on Hamline or from the south on Syndicate. There were also reports of cars going too fast at Thomas and Albert. Broken, uneven, narrow or missing sidewalks and missing or inadequate pedestrian crossings and curb ramps were also a problem on Hamline and Syndicate.

"Traffic going in and out of Target does not stop for pedestrians."

"Rough sidewalks, not enough crosswalks, shade trees and street lights on Hamline and Syndicate. Unsafe to walk at night."

Hamline Station PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- Broken or Uneven Sidewalk
- Lots of Trash
- Not Enough Shade Trees
- Vacant Homes
- Overgrown Bushes or Trees
None Identified
- Need More Benches
None Identified

SURVEY COUNT : 29

0 510 1,020
Feet

Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 13 comments (27% of all Hamline station survey comments) & 30 map notations. Many people reported that sidewalks are cracked, uneven and in need of repair, especially on Hamline at Concordia and Marshall, and on Syndicate between I-94 and University Avenue. Litter was reported along Sherburne and there were too few shade trees on Syndicate.

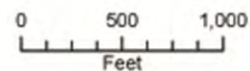
Hamline Station SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
- Area Feels Unsafe
None Identified
- Bikes Riding on Sidewalk
None Identified

SURVEY COUNT : 29



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – There were 18 comments (37% of all Hamline station survey comments) & 31 map notations. Traffic goes too fast, especially at the Hamline/St Anthony intersection and bridge over I-94. University at Syndicate and Thomas at Albert and the Hamline entrance to Target were also identified as locations where cars speeds are too high and drivers don't pay attention. Inadequate lighting on Hamline north of University Avenue and on Syndicate between I-94 and University Avenue makes people afraid to walk to the LRT station at night.

Hamline Station ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
- Curb Ramps Missing or Inadequate
- Snow Blocks Path in Winter

SURVEY COUNT : 29

0 500 1,000
Feet

Created By Scott Vergo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Accessibility – There were 10 comments (20% of all Hamline station survey comments) & 63 map notations. The main access issues for Hamline are narrow sidewalks near the Hamline bridge over I-94, missing sidewalks on Syndicate at Donohue and St Anthony, a shortage of shade trees on Syndicate and at St Anthony and Hamline, and bad snow removal north of the LRT station on Hamline.

Snelling Avenue Station

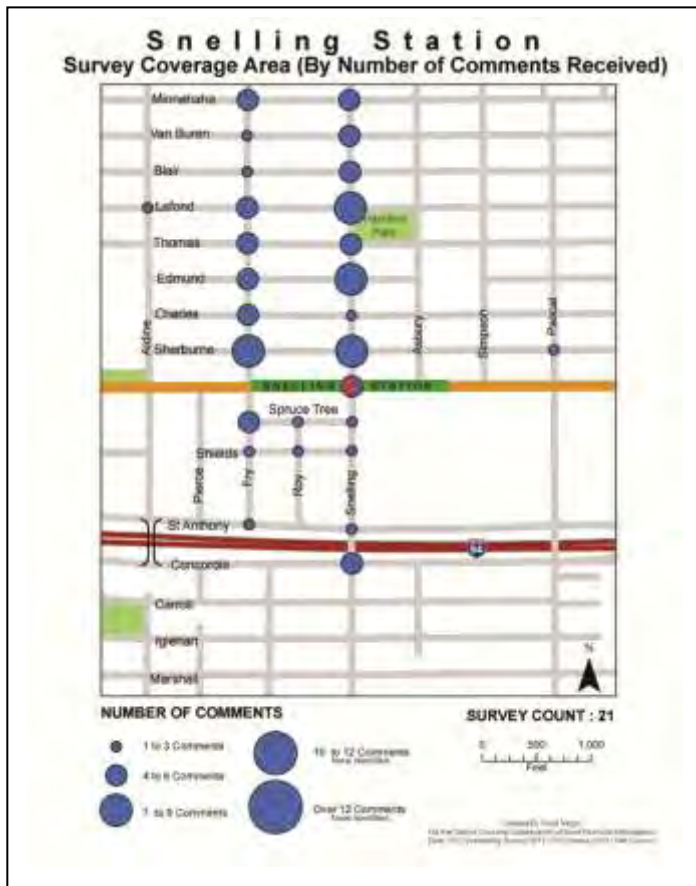
21 Surveys

Positive Responses

Most people walked to the station from the north along Snelling or Fry. They appreciated the street life on Snelling with varied store fronts and families out walking. Parks and gardens, Hamline-Midway banners on light poles and mosaics on planters also contributed to a pleasant walking environment.



"Cool statue at Snelling and Van Buren!"



The Area map includes map notations plus written comments that identified a location.



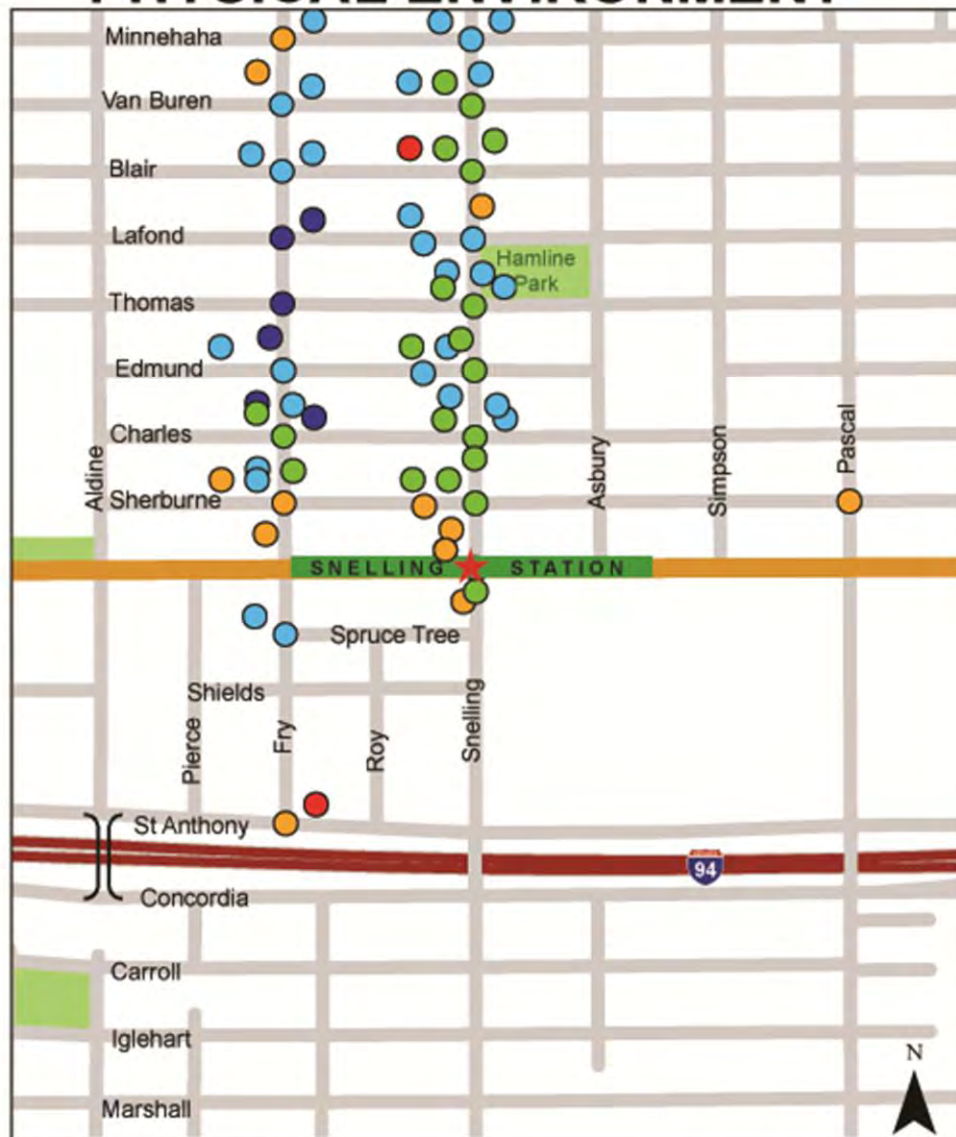
"SO MUCH TRASH all over the Snelling and University intersection, especially around CVS and American Bank."

Primary Issues and Locations Identified – There were 47 survey comments & 138 map notations for Snelling. Most comments related to Snelling and Fry north of University Avenue. Trash, speeding traffic, broken and uneven sidewalks, and a shortage of shade trees were the primary issues noted by those who walked to the Snelling station. South of University Avenue, speeding traffic was the biggest problem, especially on Fry, Shields and Spruce Tree and near the I-94 exit ramps.

"Fry is a great street to walk on, but ALL crosswalks need to be painted and all intersections need to provide ramps for wheelchairs and strollers."

"No safe-feeling way to get over I-94 from the south. The Aldine pedestrian bridge is deserted and Snelling has terrible traffic and no trees."

Snelling Station PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- Broken or Uneven Sidewalk
- Lots of Trash
- Not Enough Shade Trees
- Vacant Homes
- Overgrown Bushes or Trees
- Need More Benches
- None Identified

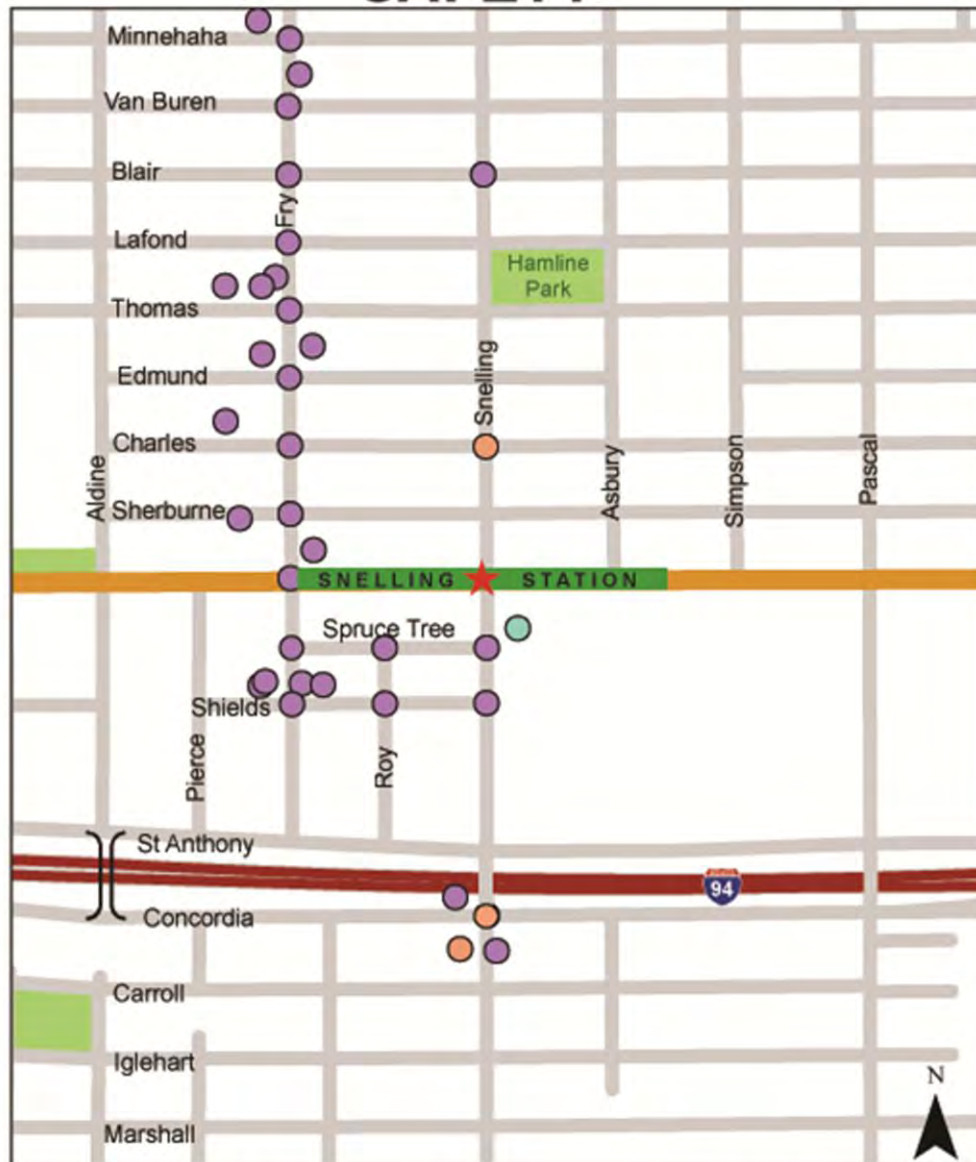
SURVEY COUNT : 21

0 510 1,020
Feet

Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DOC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 19 comments (40% of all Snelling station survey comments) & 69 map notations. “Trash everywhere!” was the most frequent comment about the area around the intersection of University and Snelling. Many people reported that sidewalks on Snelling and Fry are cracked and uneven, curb ramps and crosswalks are missing or inadequate, and traffic goes too fast, especially on Fry, both north and south of University Avenue. More shade trees are also needed on Snelling.

Snelling Station SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
None Identified
- Area Feels Unsafe
- Bikes Riding on Sidewalk

SURVEY COUNT : 21

0 500 1,000
Feet

Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – There were 12 comments (26% of all Snelling station survey comments) & 36 map notations. Traffic goes too fast on Fry, Spruce Tree and Shields, and on St Anthony and Concordia near the freeway exits from I-94. Drivers were seen as impatient and frequently ran red lights to get through intersections and did not yield to pedestrians in crosswalks when turning.

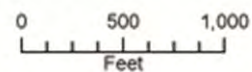
Snelling Station ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
- Curb Ramps Missing or Inadequate
- Snow Blocks Path in Winter

SURVEY COUNT : 21



Created By Scott Varco
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Accessibility – There were 10 comments (21% of all Snelling station survey comments) & 34 map notations. Inadequate crosswalks, narrow or missing sidewalks, and inadequate or missing crosswalks and curb ramps were a problem at many intersections on Snelling and Fry, both north and south of University Avenue. Crossing the intersection at Snelling and University was seen as dangerous, making it difficult for people to connect from one bus to another.

Fairview Avenue Station

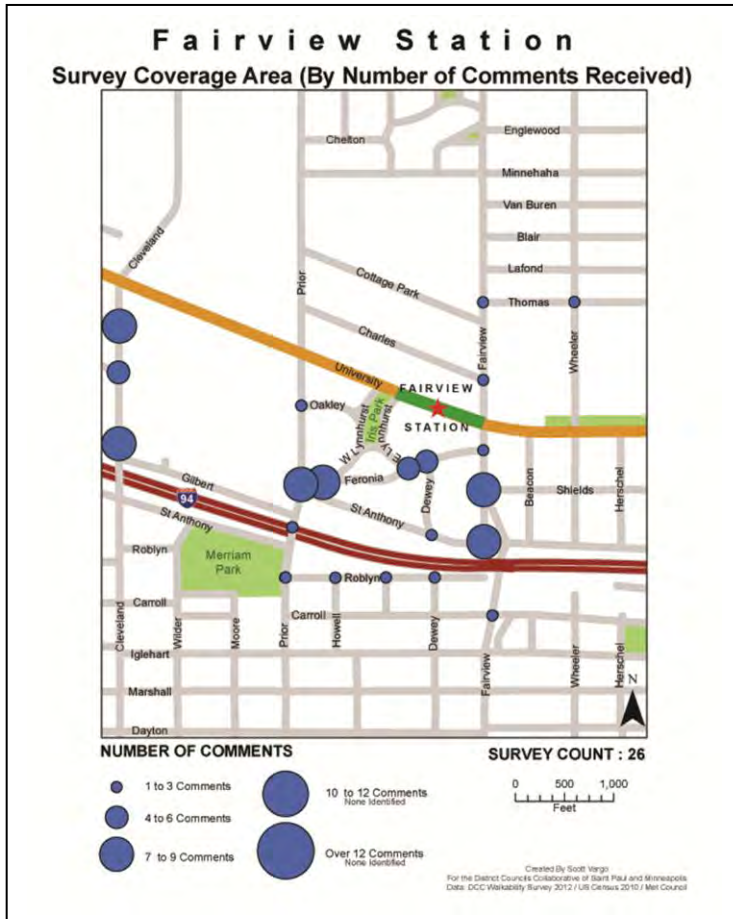
26 Surveys

Positive Responses

The majority of positive responses for the Fairview Station related to the walk through the Iris Park neighborhood, with its winding streets, abundance of shade trees, generally attractive houses, and pleasant, well maintained park.



"Winding streets and trees in Iris Park"



The Area map includes all comments from surveys that identified a map location.



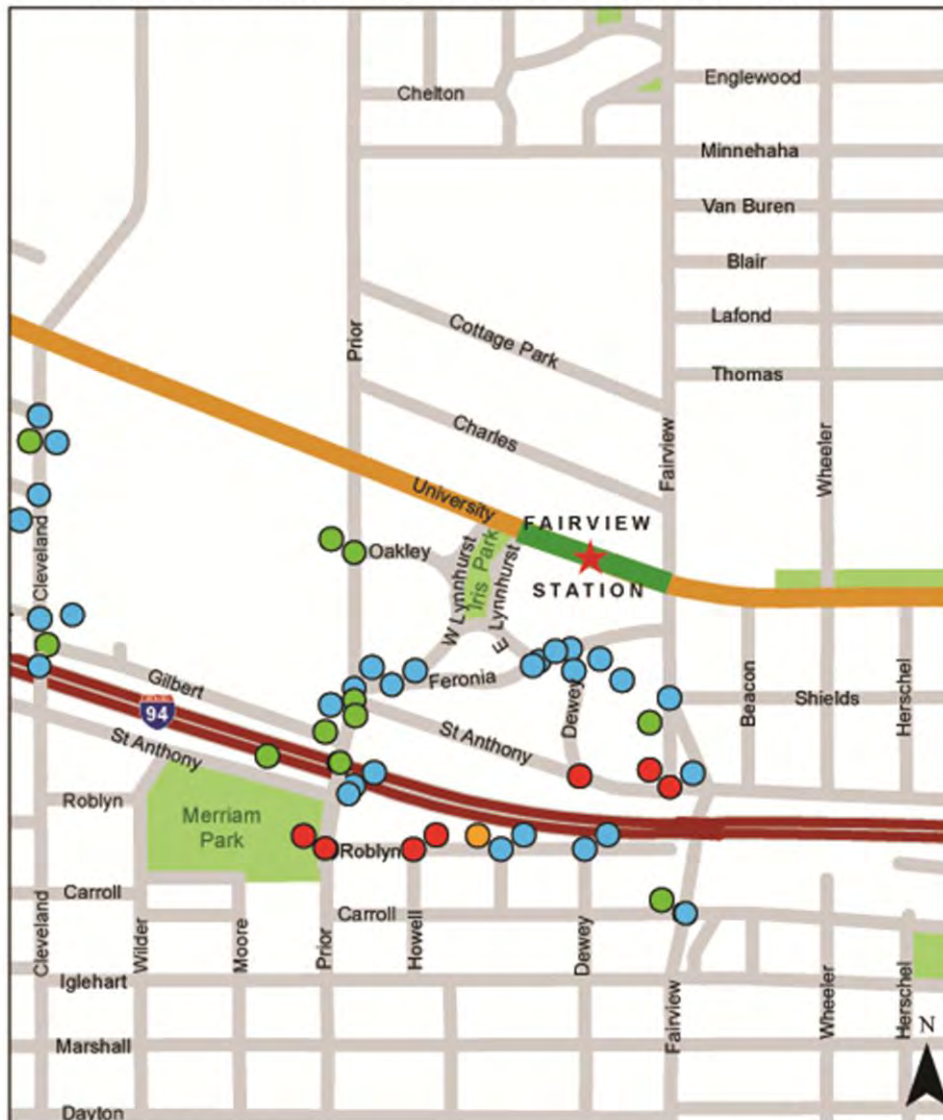
"Unsafe feeling beneath I-94 on Fairview Ave."

Primary Issues and Locations Identified – There were 42 survey comments & 124 map notations for the Fairview station. Many challenges were identified for pedestrians walking from the south on Fairview, Prior and Cleveland, especially the I-94 crossings and the section from I-94 to University Avenue. Most noted were the speeding traffic, broken, uneven or missing sidewalks, inadequate or missing crosswalks and curb ramps, and several areas that felt unsafe.

"Roadway under I-94 is clearly not designed for pedestrians or bicyclists."

"Difficult access for people with mobility devices or strollers – broken or uneven sidewalks, missing or diagonal ramps at corners, no benches anywhere."

Fairview Station PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- Broken or Uneven Sidewalk
- Not Enough Shade Trees
- Overgrown Bushes or Trees
- Lots of Trash
- Vacant Homes
- Need More Benches

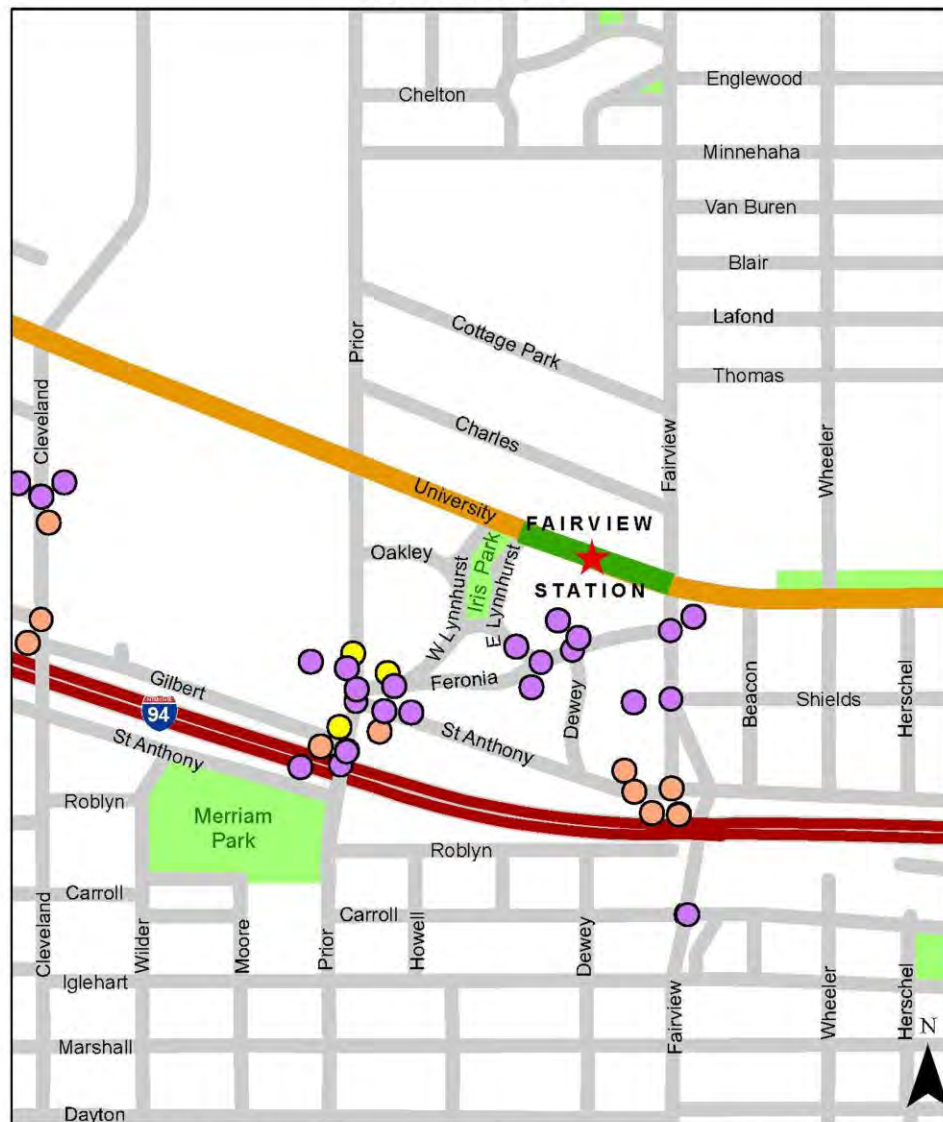
SURVEY COUNT : 26

0 490 980
Feet

Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 12 comments (29% of all Fairview station survey comments) & 47 map notations. On Cleveland, Prior and Fairview, walkers noted the cracked and uneven sidewalks and a lack of shade trees. Comments also indicated a need for sidewalk repairs on Feronia at the intersections of West Lynnhusht, East Lynnhusht and Dewey in the Iris Park neighborhood.

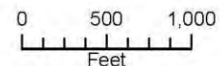
Fairview Station SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
- Area Feels Unsafe
- Bikes Riding on Sidewalk
- None Identified

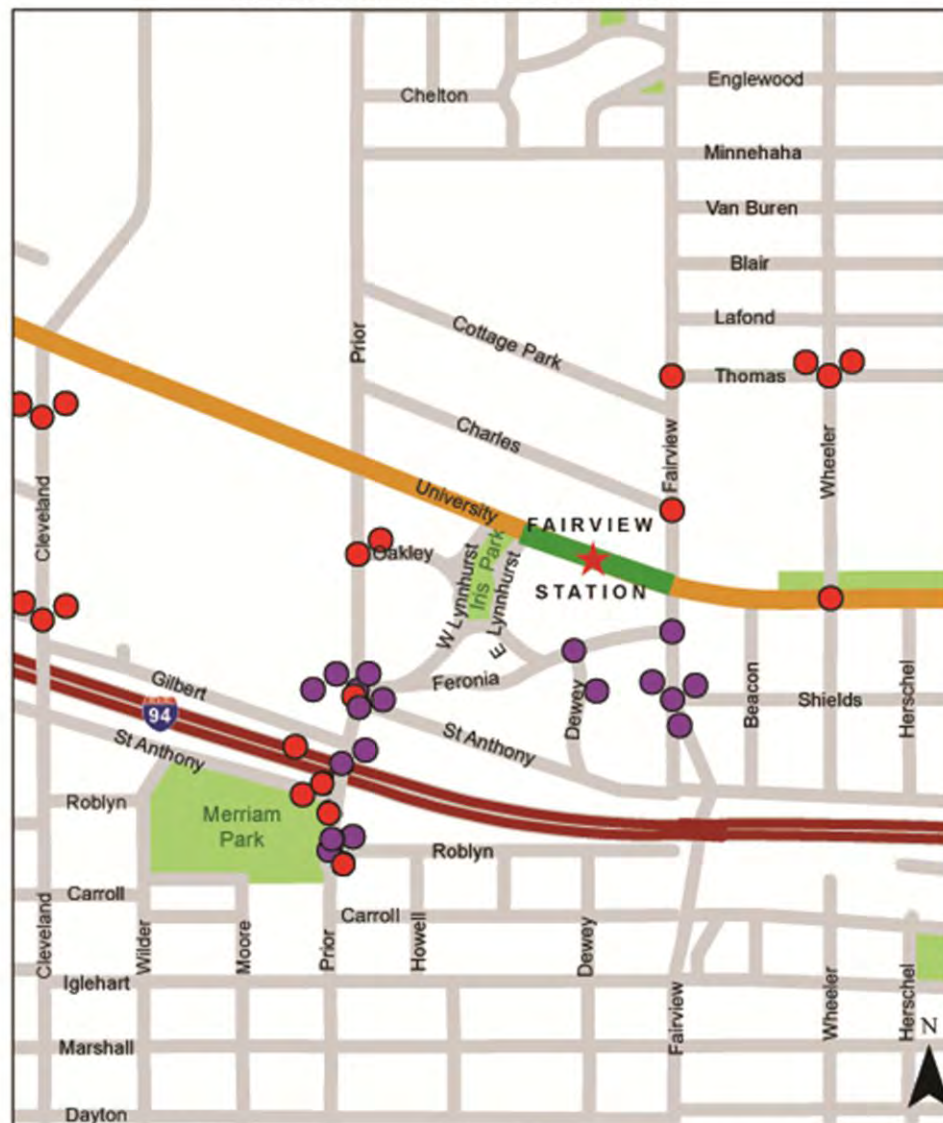
SURVEY COUNT : 26



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – There were 21 comments (50% of all Western station survey comments) & 37 map notations. The I-94 underpass on Fairview was cited by many as the most challenging location, with steep grades, and dark, deserted, enclosed sidewalks. Prior was considered unsafe due to speeding traffic, low guardrails on the I-94 bridge, and inadequate lighting at the Gilbert and St Anthony/Feronia intersections. Walkers on Cleveland also reported speeding traffic and areas that felt unsafe, especially at the intersection with Gilbert just north of I-94.

Fairview Station ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
- Curb Ramps Missing or Inadequate
- Snow Blocks Path in Winter

SURVEY COUNT : 26

0 500 1,000
Feet

Created By Scott Vargo
For the District Council's Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Accessibility – There were 9 comments (21% of all Fairview station survey comments) & 37 map notations. Missing sidewalks and curb ramps were cited as the main barriers to access for the Fairview station, especially on Prior and Fairview. Walkers on Cleveland south of University Avenue and Thomas to the north also noted missing sidewalks. On Fairview, the main issue was missing curb ramps, forcing people in wheelchairs to navigate the I-94 underpass in the street.

Raymond Avenue Station

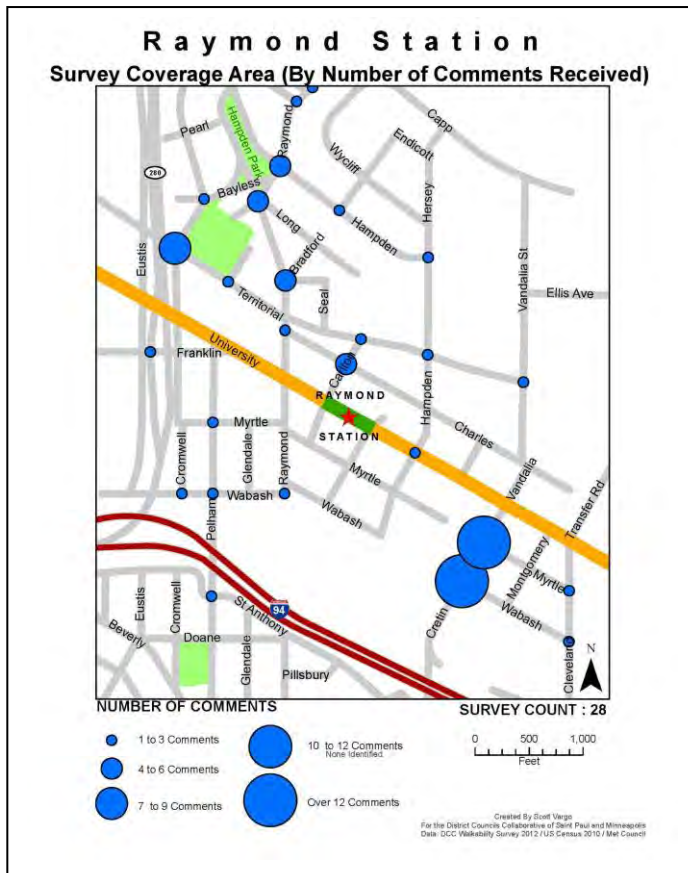
28 Surveys

Positive Responses

Walking from the north, people reported there were mostly quiet residential streets with lots of shade trees and well-cared-for homes, yards and businesses. Sidewalks were generally in good condition, with sidewalk poetry in some areas, and there was lots of activity on the street near the station.



"Pleasing landscape and storefronts, especially Hampden Park Coop and park."



The Area map includes all comments from surveys that identified a map location.



"No sidewalk on Pelham between St Anthony before the I-94 bridge all the way to the storage company at Wabash."

Primary Issues and Locations Identified – There were 54 survey comments & 137 map notations for Raymond. Coming from the south on Pelham and Cretin -- the only routes over I-94 -- there were narrow, missing, too-narrow or poorly maintained sidewalks, large industrial areas with lots of trash, inadequate and missing crosswalks, and long stretches with no shade trees. Walkers from both north and south also reported speeding traffic and cars not yielding to pedestrians in crosswalks.

"Build out pedestrian friendly corridors on Pelham and Cretin-Vandalia. I also worry about bikes using sidewalks – because cycling on Cretin is terrifying."

"Need improved lighting along Raymond Avenue, especially between Territorial and Hampden."

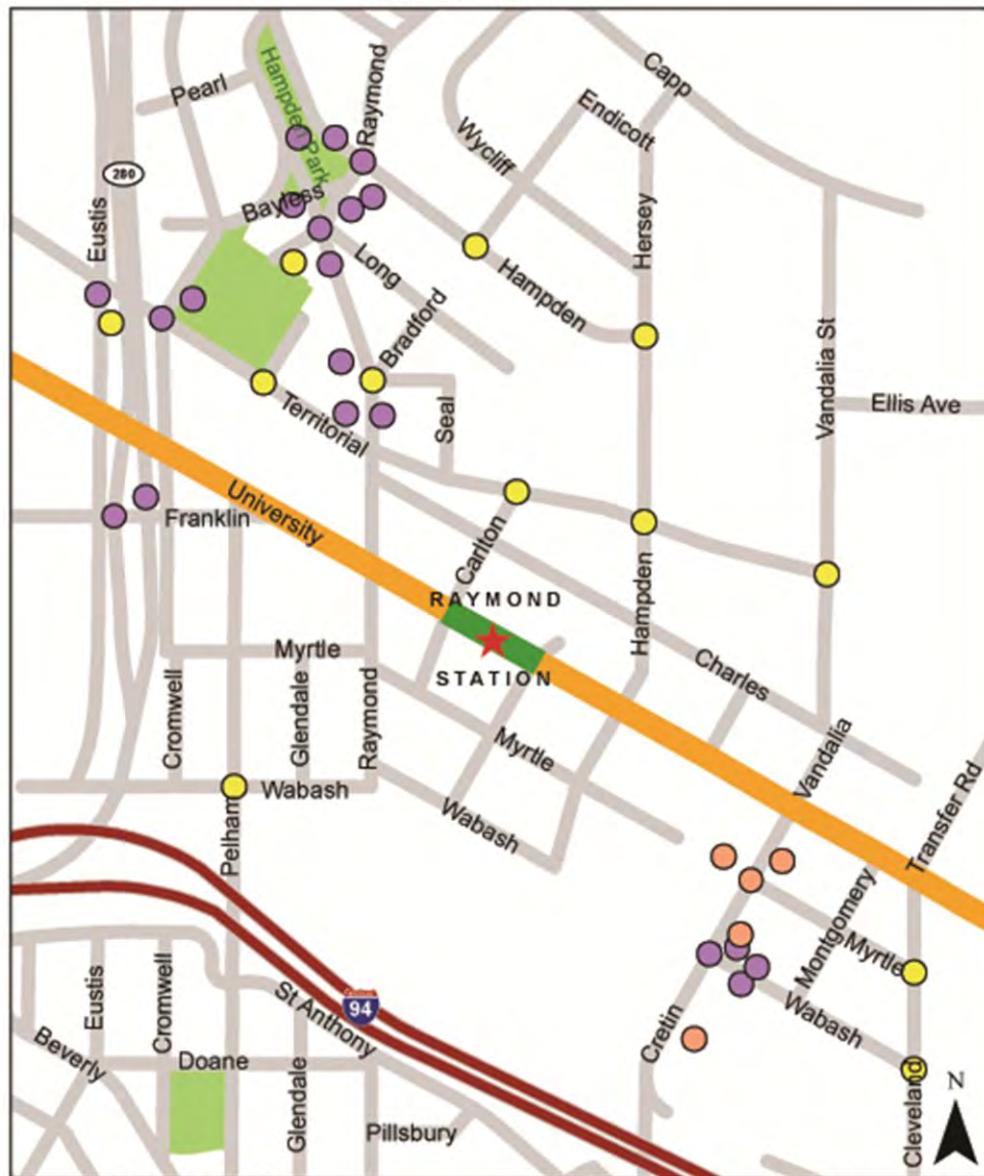
The map shows the University City area in San Diego. Major roads include Eustis, University, and I-15. The Raymond Station is marked with a red star on the University street. Other landmarks include Hampden Park and several green and blue circular markers. The map also shows various streets such as Pearl, Long, Territorial, and Myrtle.

- Broken or Uneven Sidewalk
- Not Enough Shade Trees
- Overgrown Bushes or Trees
- Lots of Trash
- Vacant Homes
None Identified
- Need More Benches
None Identified

A number line representing distance in feet. The line starts at 0 and ends at 1,020. There are major tick marks at 0, 510, and 1,020. There are also minor tick marks at every 102-foot interval (0, 102, 204, 306, 408, 510, 612, 714, 816, 918, 1,020). The word "Feet" is written below the line.

Physical Environment – There were 20 comments (37% of all Raymond station survey comments) & 56 map notations . Many people walking from the south reported that sidewalks on Cretin and Pelham are cracked and uneven or missing, the bridges over I-94 feel unsafe, and there are almost no shade trees in the industrial areas. Coming from the north, there were some broken sidewalks at Cromwell and Territorial, and next to Hampden Park. Lighting was inadequate on most streets north of University avenue and on Pelham and Cleveland to the south.

Raymond Station SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
- Area Feels Unsafe
- Bikes Riding on Sidewalk
None Identified

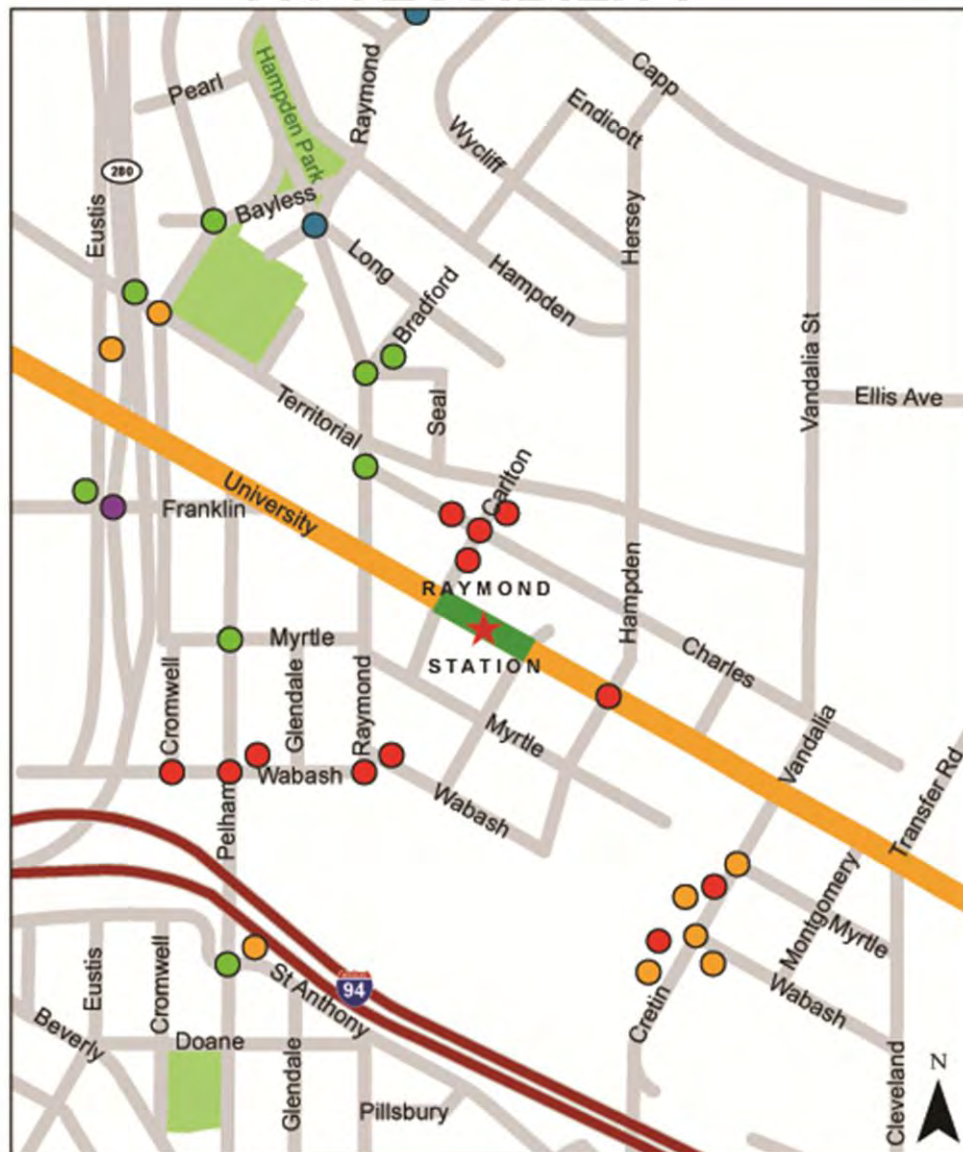
SURVEY COUNT : 28

0 500 1,000
Feet

Created By Scott Vergo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – There were 22 comments (41% of all Raymond station survey comments) & 36 map notations. Traffic goes too fast on all the major streets and there are many unsafe intersections and crossings, especially on Raymond and Cretin. On Raymond with its curves, there are also many blind spots. People reported they felt unsafe in the industrial area between I-94 and University Avenue on Cretin and under the railroad bridge on Raymond.

Raymond Station ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
- Curb Ramps Missing or Inadequate
- Snow Blocks Path in Winter

SURVEY COUNT : 28

0 500 1,000
Feet

Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Accessibility – 17% (9 comments) & 34 map notations There were 9 comments (17% of all Raymond station survey comments) & 34 map notations . Narrow or missing sidewalks were a problem on Cretin and Wabash, south of University Avenue and on Cromwell and Eustis to the north. Intersections were too wide and crosswalks were missing or inadequate on Raymond at Bradford and Charles, and curb ramps were missing or inadequate on Franklin near I-280.

Westgate Station

21 Surveys

Positive Responses

People found the walk to the Westgate station very pleasant, with well-kept homes, gardens, trees and nice landscaping around businesses. There were also quite a few people on the streets, making it feel safe.



"Very pleasant walk to Westgate – nice landscaping, gardens, trees."



"Bedford is missing a sidewalk on the east side north of University Avenue."



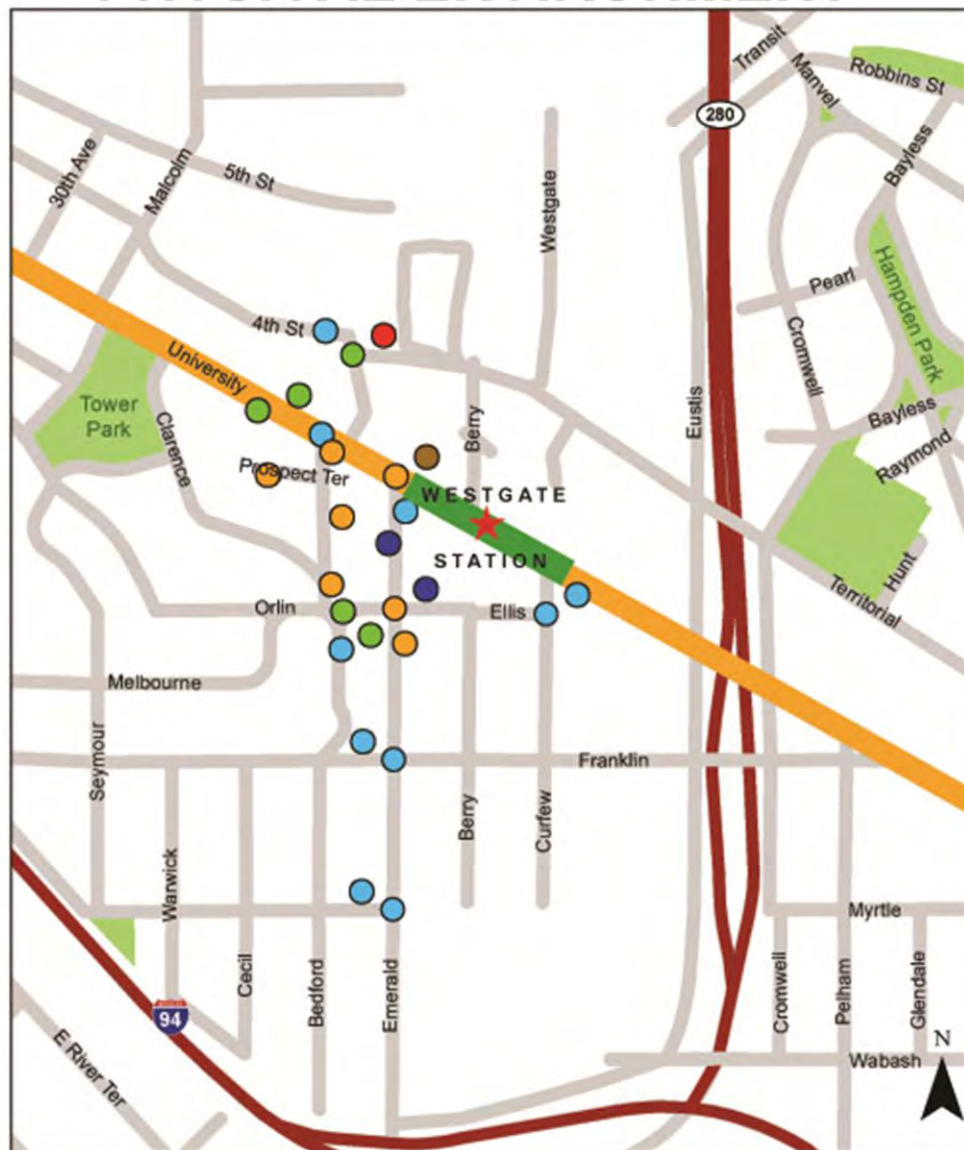
The Area map includes all comments from surveys that identified a map location.

Primary Issues and Locations Identified – There were 30 survey comments & 73 map notations for Westgate. Cracked or uneven sidewalks, confusing intersections, and snow obstructing the sidewalks in winter were the major problems in a number of locations on Bedford, Emerald and Curfew. Bedford Street north of University Avenue was especially bad, with sidewalks completely missing on the east side and too narrow on the west side. Emerald also had missing or narrow sidewalks on the east side.

"Hard to cross University at Bedford. Cars on Bedford are confused by the offset street and do not yield."

"No handicapped curb cuts at Emerald and Orlin where many people cross to and from the large apartment complexes."

Westgate Station PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- Broken or Uneven Sidewalk
- Lots of Trash
- Not Enough Shade Trees
- Vacant Homes
- Overgrown Bushes or Trees
- Need More Benches

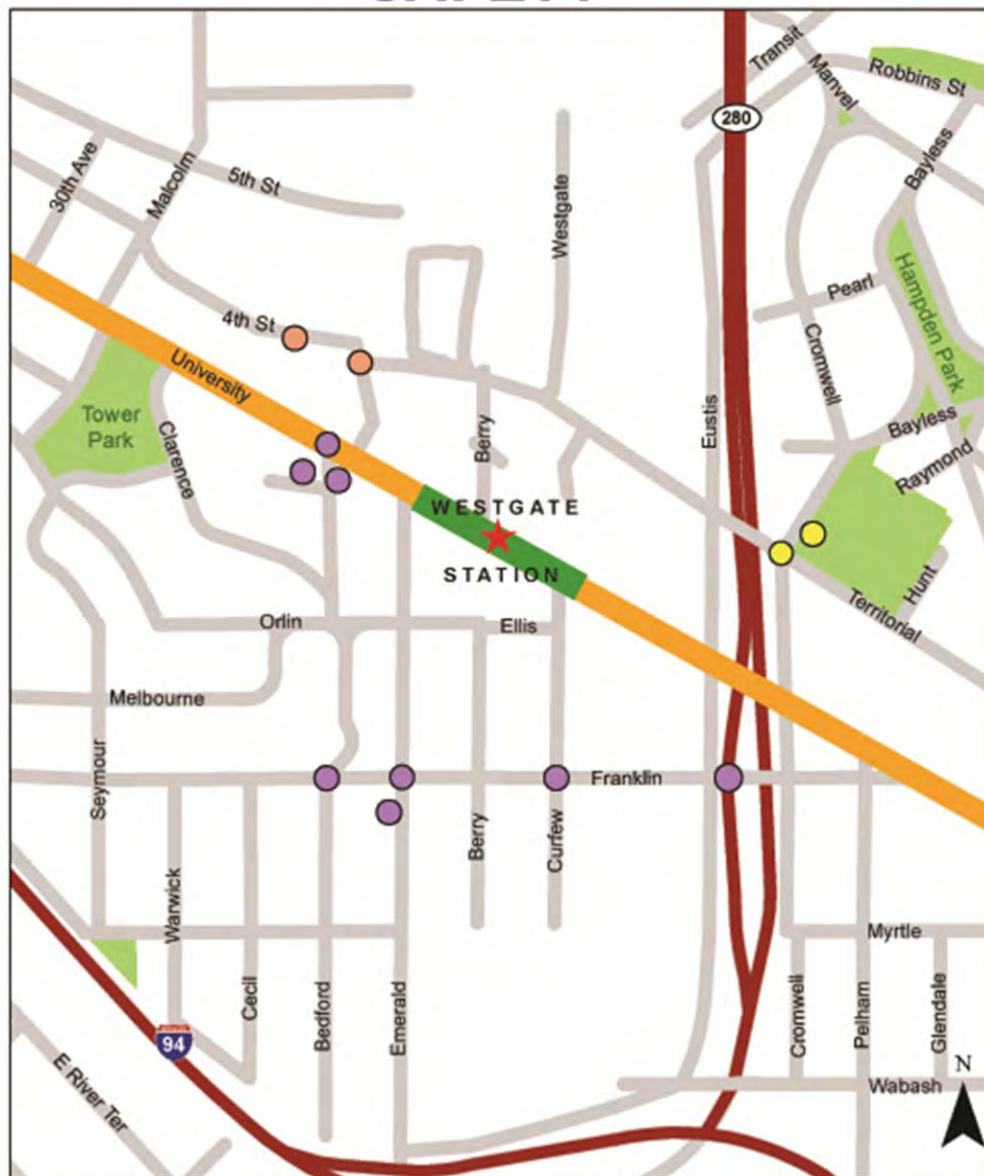
SURVEY COUNT : 21



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 17 comments (57% of all Westgate station survey comments) & 28 map notations. Bedford and Emerald seem to be the main walking routes to the Westgate station, and both have broken, uneven and too narrow sidewalks, and missing sidewalks on the east side of Bedford north of University Avenue and on the east side of Emerald north of Orlin. Trash was also reported on both streets between Orlin and University Avenue. More shade trees are needed on Bedford north of University and at the intersection of Bedford and Orlin.

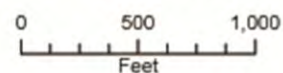
Westgate Station SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
- Area Feels Unsafe
- Bikes Riding on Sidewalk
None Identified

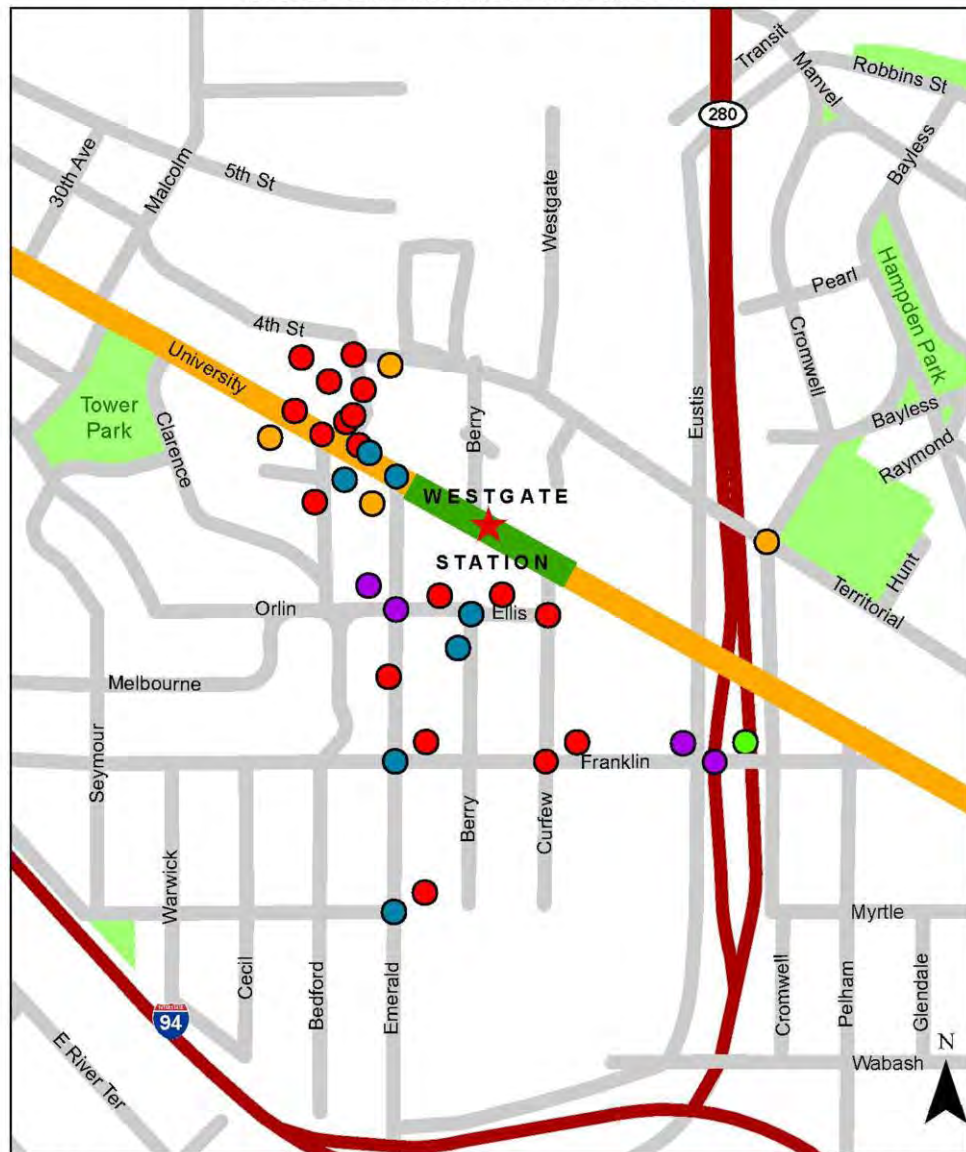
SURVEY COUNT : 21



Created By Scott Vergo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – There were 3 comments (10% of all Westgate station survey comments) & 12 map notations . Traffic goes too fast on Franklin and cars often fail to yield to pedestrians at the intersection of Bedford and University Avenue where they are confused by the configuration. Some people reported feeling unsafe on 4th Street near the intersection with Territorial and Bedford.

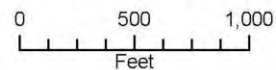
Westgate Station ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Snow Blocks Path in Winter
- Sidewalk too Narrow
- Crosswalk Inadequate
- Curb Ramps Missing or Inadequate

SURVEY COUNT : 21



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Accessibility – There were 9 comments (30% of all Westgate station survey comments) & 33 map notations. The biggest problem reported was the missing sidewalk on the east side of Bedford north of University Avenue. Sidewalks were also missing on Franklin, Ellis and Emerald south of University. Snow removal was noted as an issue in a number of locations including University at Bedford and Emerald, Ellis and Berry, and Emerald and Franklin.

Prospect Park Station

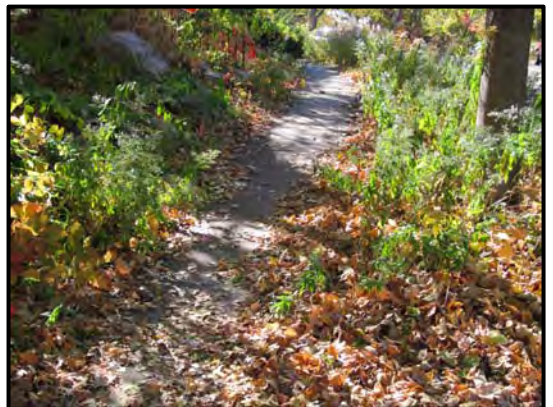
21 Surveys

Positive Responses

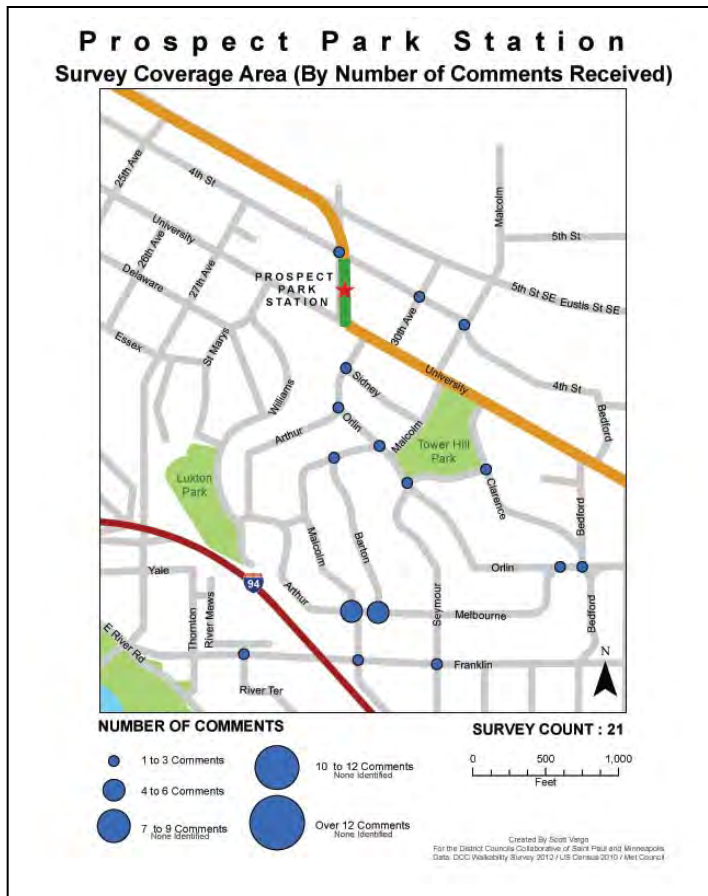
Walkers appreciated the topography of the Prospect Park neighborhood with its curving, hilly, tree-lined streets. They enjoyed the beautiful houses, flower gardens and friendly neighbors and found the streets well lit at night and easy to cross since traffic was light.



"A pleasant neighborhood, nice for walking and biking."



"Uneven, overgrown plants blocking the sidewalk."



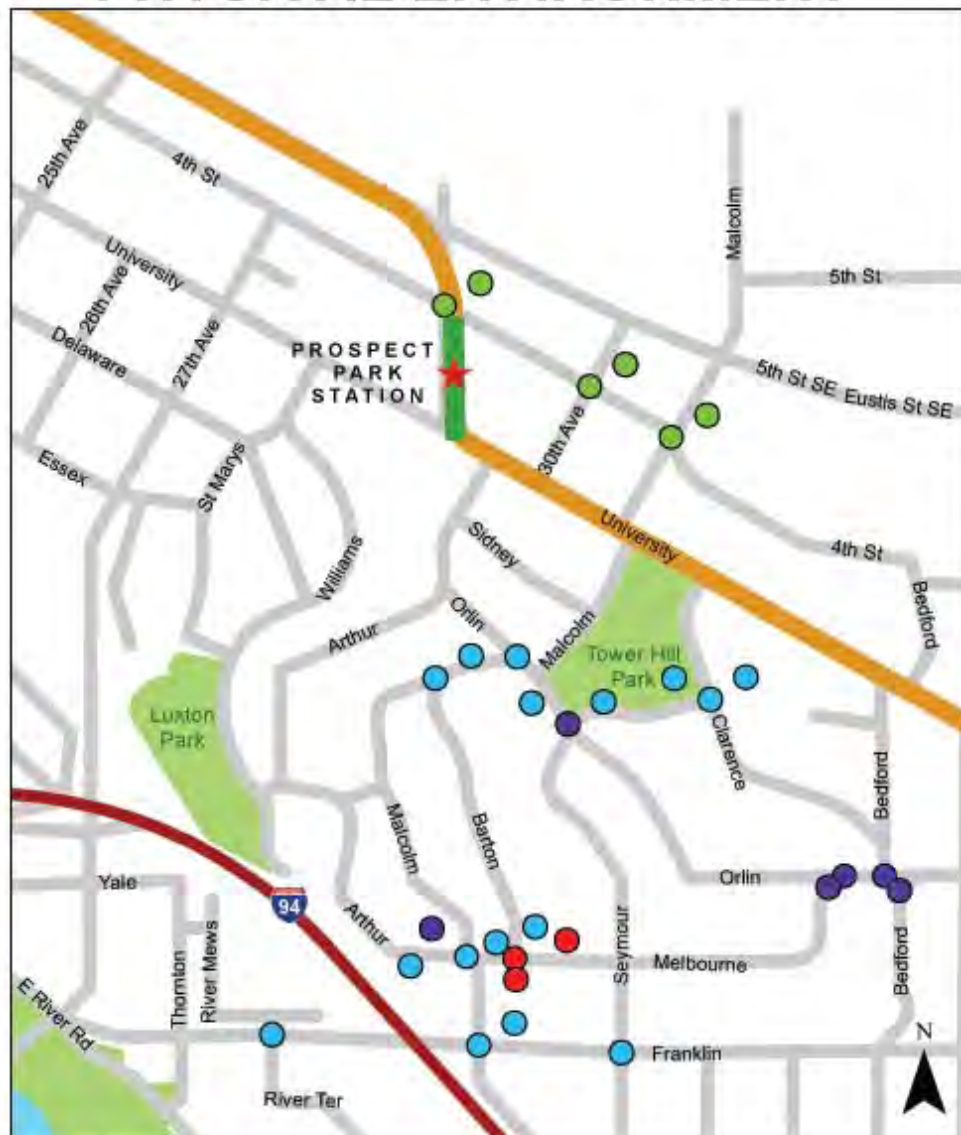
The Area map includes all comments from surveys that identified a map location.

Primary Issues and Locations Identified – There were 30 survey comments & 41 map notations for Prospect Park. Walkers found broken and uneven sidewalks on Franklin, Arthur, Orlin and Malcolm streets, and narrow sidewalks with overgrown bushes and trees near the intersection of Bedford, Clarence and Orlin. On 4th Street west of Malcolm, sidewalks were missing and there were very few shade trees.

"Expand sidewalks to accommodate wheelchairs or side-by-side walkers, cite homeowners to trim back vegetation, and widen curb cuts at intersections."

"Add trees and sidewalks to 4th Street west of Malcolm so there is a pleasant walk to the station for people living north of University."

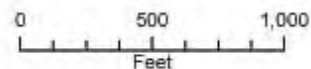
Prospect Park Station PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- Broken or Uneven Sidewalk
- Not Enough Shade Trees
- Overgrown Bushes or Trees
- Lots of Trash
None Identified
- Vacant Homes
- Need More Benches
None Identified

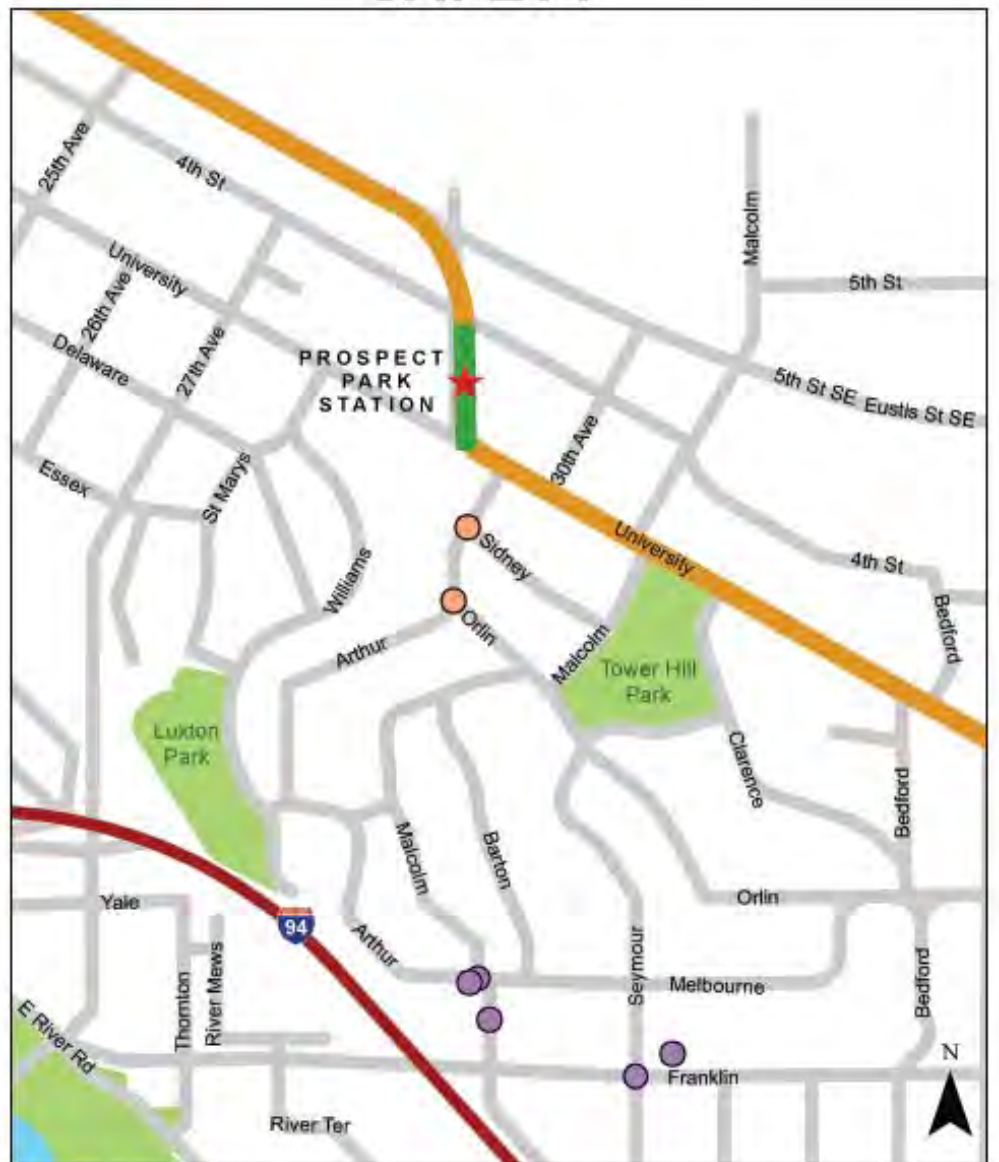
SURVEY COUNT : 21



Created By Scott Vargo
For the District Council Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 17 comments (57% of all Prospect Park station survey comments) & 27 map notations. Cracked and uneven sidewalks were reported on Franklin and Arthur streets, and in the vicinity of Tower Hill Park on Orlin and Malcolm. Overgrown bushes and trees narrowed the sidewalks at several locations, especially Bedford and Orlin, and 4th Street was lacking shade trees.

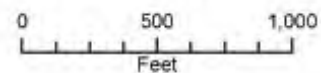
Prospect Park Station SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
None Identified
- Area Feels Unsafe
- Bikes Riding on Sidewalk
None Identified

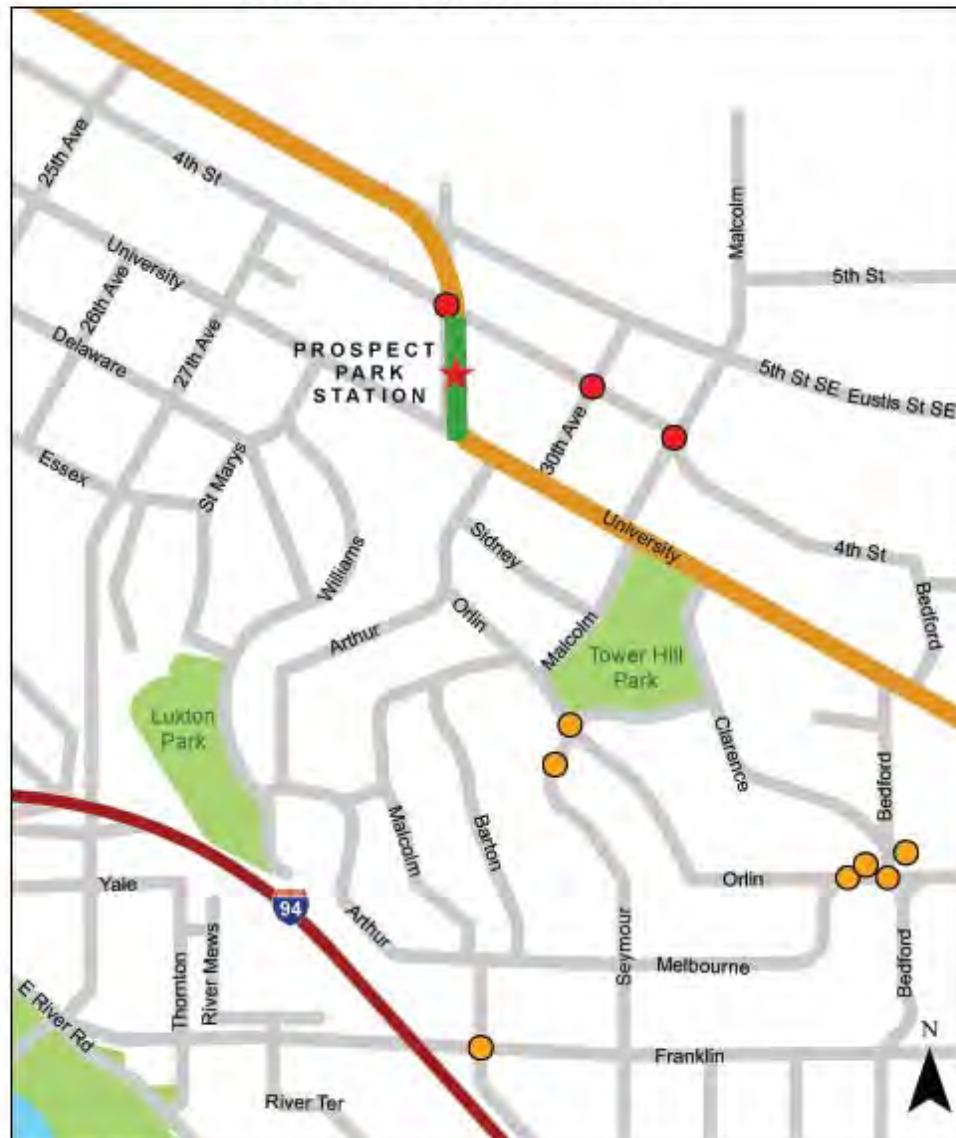
SURVEY COUNT : 21



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – 23% (7 comments) & 7 map notations There were 7 comments (23% of all Prospect Park station survey comments) & 7 map notations . There were only a few areas where traffic was reported to be going too fast, mainly at Franklin and Seymour and at Malcolm and Arthur. Some people indicated that they felt unsafe while walking on Arthur at Orlin and Sidney.

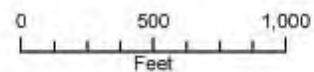
Prospect Park Station ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
None Identified
- Curb Ramps Missing or Inadequate
None identified
- Snow Blocks Path in Winter
None identified

SURVEY COUNT : 21



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Accessibility– 20% (6 comments) & 7 map notations There were 6 comments (20% of all Prospect Park station survey comments) & 7 map notations . Sidewalks were missing along 4th Street between Malcolm and the LRT station at 29th Avenue, and narrow sidewalks made it difficult to walk at Bedford and Orlin and Seymour near Orlin.

West Bank Station

18 Surveys

Positive Responses

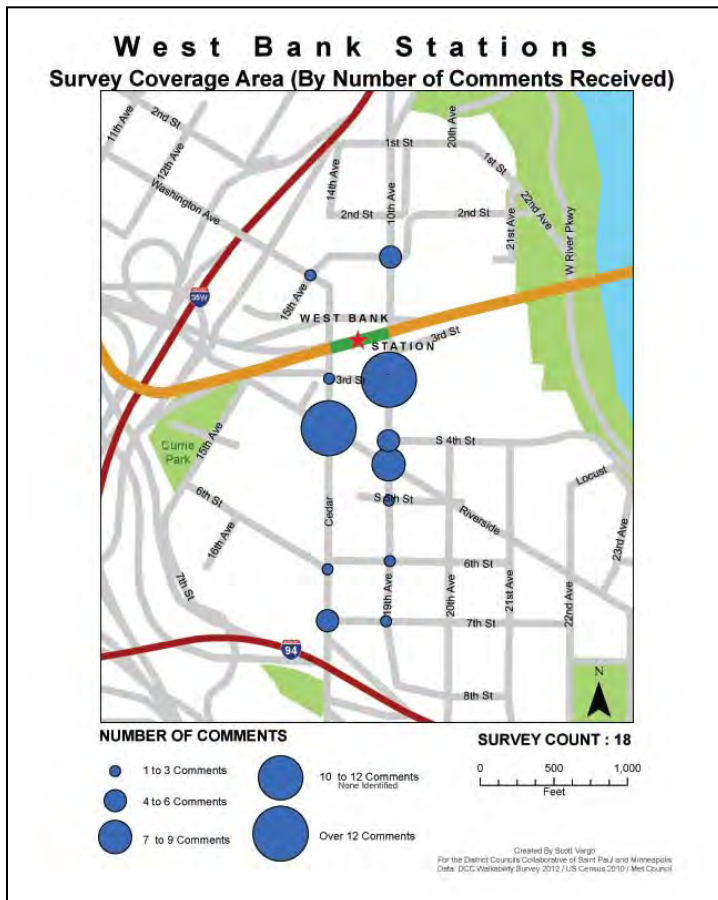
Walkers appreciated the shops and activity on Cedar Avenue, where there were lots of bikes and pedestrians. They also liked the new sidewalks on Riverside and shortened crossing distances at some intersections as a result of new curb bump-outs.



"Nice sidewalks on Riverside, lots of people around."



"No place to stop and rest."



The Area map includes all comments from surveys that identified a map location.

Primary Issues and Locations Identified – There were 23 survey comments & 81 map notations for the West Bank. Among the problems identified were broken and uneven sidewalks at Cedar and Riverside and very few shade trees on 19th and 10th avenues. People felt unsafe in a number of locations due to speeding traffic on Cedar and 19th avenues, inadequate lighting on 19th Avenue.

"Safety is an issue, with too much traffic moving fast and bicyclists riding on sidewalks."

"We need more street trees and improved pedestrian lighting along Cedar, a bus shelter at 19th and Riverside, and better signage that starts in the neighborhood."

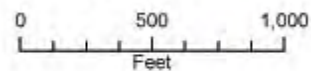
West Bank Station PHYSICAL ENVIRONMENT



IDENTIFIED ISSUES

- | | |
|--|---|
| ● Broken or Uneven Sidewalk | ● Lots of Trash |
| ● Not Enough Shade Trees | ● Vacant Homes |
| ● Overgrown Bushes or Trees
None Identified | ● Need More Benches
None Identified |

SURVEY COUNT : 18



Created By Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Physical Environment – There were 7 comments (30% of all West Bank station survey comments) & 28 map notations. The condition of sidewalks was a major concern, with cracked and uneven sidewalks reported at Cedar and Riverside. Walkers also found that there are not enough shade trees along 19th Avenue, 10th Avenue and 3rd Street, and too much trash and litter on Cedar Avenue.

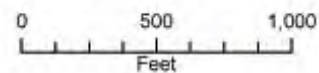
West Bank Station SAFETY



IDENTIFIED ISSUES

- Traffic Going too Fast
- Poor Lighting
- Area Feels Unsafe
- Bikes Riding on Sidewalk
None Identified

SURVEY COUNT : 18



Created By Scott Vergo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Traffic & Safety – There were 8 comments (35% of all West Bank station survey comments) & 31 map notations. Speeding traffic on Cedar and 19th avenues made for a challenging walk, especially at 3rd Street where many cars turn without stopping for pedestrians in the crosswalk. Lighting was inadequate along 19th Street and trash was a problem on Cedar Avenue. People felt unsafe in a number of locations, especially at Riverside and 19th Avenue,

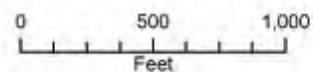
West Bank Station ACCESSIBILITY



IDENTIFIED ISSUES

- Sidewalk Missing
- Sidewalk too Narrow
- Crosswalk Inadequate
- Snow Blocks Path in Winter
- Curb Ramps Missing or Inadequate
- None Identified

SURVEY COUNT : 18



Created By: Scott Vargo
For the District Councils Collaborative of Saint Paul and Minneapolis
Data: DCC Walkability Survey 2012 / US Census 2010 / Met Council

Accessibility— There were 6 comments (26% of all West Bank station survey comments) & 16 map notations . Sidewalks were too narrow or missing along Riverside Avenue between Cedar & 19th, at the intersection of 15th & 10th avenues, and at Cedar & Riverside. Walkers also reported missing or inadequate crosswalks at Cedar and 7th Street.

Appendix A

Corridor-wide Asset & Concern Comments by Topic

Survey Comments Categorization and Code Key

Major Category	Code	Sub-category 1	Code	Sub-category 2	Code
Accessibility	A				
		Crossing Streets	CS		
			CS	Signalization	SIG
			CS	Striping	ST
			CS	Width	W
		Curb ramps	CR		
		Sidewalks	SW		
			SW	Missing/Network/Continuity	MNC
			SW	Width	W
		Snow removal	SR		
		Transit	TS		
		Other	O		
Physical Environment	PE				
		Benches	BCH		
		Buildings	BD		
			BD	Vacant	V
		Cleanliness/ Trash/Litter/Graffiti	TLG		
		Convenience / Proximity	CP		
		Green Space	G		
			G	Gardens	GAR
		Overgrown	OG		
		Public Art	PA		
		Sidewalks	SW		
			SW	Broken or uneven	BU
			SW	Missing	M
		Streets	ST		
		Trees	TR		
		Other	O		
Pedestrian Experience	EX				
		Quiet/Noise level/Noisy	QN		
		Signage	SGN		
		Street life	SL		
			SL	Human Activity	H
			SL	Business and Storefronts	BSF
		Views / Urban Design	VUB		
Traffic and Personal Safety	TPS				
		Bikes on sidewalks	BK		
		Feels Safe/Unsafe	S		
		Lighting	L		
		Overpass/Bridges	OB		
		Traffic	T		
			T	Too Fast	TF
			T	Pedestrians	NSP
		Other	O		
Not Applicable	NA				

Corridor-wide Accessibility Assets		39	Total	
Accessibility Assets — Major Categories			% of All Comments	
	Sidewalk Width	14	36%	
	Adequate Time to Cross Streets	9	23%	
	Street Crossing Clearly Marked	6	15%	
	Sidewalk Continuity / Network	5	13%	
	Bus Transit Service	5	13%	
Total		39		
Wide Sidewalks		14		
Downtown	large sidewalks		SW	W
Downtown	sidewalks were wide		SW	W
Downtown	wide sidewalks		SW	W
Downtown	wide sidewalks in some areas		SW	W
Downtown	wide sidewalks		SW	W
Downtown	fairly wide sidewalks		SW	W
Downtown	nice wide sidewalks in some areas		SW	W
Downtown	wide sidewalk		SW	W
Downtown	the sidewalks were clean and wide where there were sidewalks		SW	W,TLG
Lexington	nice sidewalks		SW	W
Lexington	enough sidewalk space		SW	W
Lexington	enough space		SW	W
Snelling	median was nice when you needed to cross		CS	W
West Bank	shortened crossing distances at certain intersections as a result of new curb bump-outs		CS	W
Adequate Time to Cross Streets		9		
Downtown	generally enough time to cross streets		CS	SIG
Downtown	walk signals have countdowns		CS	SIG
Fairview	long crosswalk times		CS	SIG
Fairview	amount of time on crosswalk on university		CS	SIG
Lexington	long lights when walking along Lexington		CS	SIG
Lexington	enough time to pass the street		CS	SIG
Prospect Prk	lots of stoplights for safe street crossings		CS	SIG
Prospect Prk	short wait at stoplight		CS	SIG
Snelling	safe crossing at Snelling @ signals		CS	SIG
Street Crossings Clearly Marked		6		
Downtown	well-marked cross walks		CS	ST
Lexington	crosswalks clearly market		CS	ST
Lexington	easy crosswalks to cross the street		CS	ST & SIG
Snelling	easy to see intersections		CS	ST
Victoria	crosswalks clearly marked in most places		CS	ST
Westgate	newly created crosswalks		CS	ST

Sidewalk Continuity / Network		5	
Downtown	sidewalks the whole route	SW	MNC
	shallow steps up from Fairview to Carroll on west side; I didn't know		
Fairview	they were there	SW	MNC
Fairview	sidewalk coverage about 80%	SW	MNC
Prospect Prk	no physical barriers	SW	MNC
Raymond	sidewalks the entire way	SW	MNC
Bus Transit Service		5	
Captiol/Rice	buses come frequently	TS	
Snelling	frequency of bus lines	TS	
Snelling	buses stop frequently along the walk.	TS	
Victoria	frequency of bus stops	TS	
West Bank	2 entrances one on Cedar and one on 19th St	TS	

Corridor-wide Accessibility Concerns		95	Total
Major & Sub-Categories		% of All Comments	
	Crossing Streets	42	44%
	Sidewalks: too narrow, missing	23	24%
	Curb Ramps	12	13%
	Snow Removal	10	11%
	Transit	6	6%
	Traffic	2	2%
Total		95	
Crossing Streets/Striping not clear		15	
Downtown	unmarked / poorly marked crosswalks	CS	ST
Downtown	Broadway & Prince intersection is confusing for car and peds	CS	ST, SGN
Downtown	not enough places to safely cross street	CS	ST,SIG
Fairview	no crosswalk at Prior and Gilbert, will be needed for community garden planned to west of Prior, north of Gilbert	CS	ST
Hamline	no crosswalks to Target	CS	ST
Hamline	no crosswalk markings on Marshall- cars going fast	CS	ST
Raymond	auto-oriented streets with poor crossings	CS	ST
Raymond	un-marked crosswalks	CS	ST
Raymond	several intersections did not have crosswalks	CS	ST
Victoria	missing crosswalks in some places	CS	ST
Victoria	no cross walks	CS	ST
Western	hardly any marked crosswalks	CS	ST
Western	lack of painted crosswalks	CS	ST
Western	absent pedestrian cross walk.	CS	ST
Western	litter, broken glass, lack of white lines at intersections	CS	ST
Crossing Streets / General		11	
Downtown	bad crosswalk at 7th & Cedar	CS	
Downtown	crossing streets	CS	
Hamline	signs asking pedestrians to double cross at signals	CS	
Lexington	stop lights	CS	
Prospect Prk	2 intersections difficult to cross - see map labels (8)	CS	
Raymond	awkward intersection w/ Raymond at Long and at Ellis / Brockford	CS	
Snelling	curb cuts were difficult to navigate; they were not uniform from block to block	CS	
West Bank	potential for unsafe crossings of Washington Avenue	CS	
West Bank	confusing traffic signals	CS	
West Bank	poorly marked crosswalks	CS	
Westgate	it seems that the access at Bedford is confusing	CS	
Crossing Streets/Signalization		7	
Downtown	crossing Kellogg - light is too short for crossing	CS	SIG
Downtown	Wall & 7th no walk signal across street	CS	SIG

Downtown	long wait to cross Wabasha at 7th Pl	CS	SIG
Fairview	no stop lights	CS	SIG
Hamline	crossing Thomas w/out light, heavy traffic	CS	SIG
Lexington	need stop sign or light	CS	SIG
Raymond	walk light too short at Como between library and Muffeletta	CS	SIG

Crossing Streets/Width

7

Fairview	large, irregular intersections in Iris Park at Feronia & W Lynnhurst and Feronia & E Lynnhurst	CS	W
Fairview	intersections are too big and wide	CS	W
Prospect Prk	crossing University Ave	CS	W
Raymond	long pavement at a few intersections	CS	W
Raymond	some wide intersections on Raymond	CS	W
Snelling	difficulty crossing University	CS	W & SIG
Westgate	University is too wide	CS	W

Crossing Streets/Broken or uneven pavement

2

Lexington	tripping hazards-pavers missing from crosswalk,	CS	BU
Victoria	post holes in the streets	CS	BU

Sidewalks / too narrow

20

Dale	narrow and non-existent walkways	SW	W
Dale	sidewalks too narrow	SW	W
Downtown	narrow sidewalks	SW	W
Downtown	sidewalk problems for ADA - wheelchairs	SW	W
Downtown	narrow sidewalks near Central Presbyterian, even w/o construction fence	SW	W
Downtown	narrow path in places, no good access from Wabasha to Cedar	SW	W
Downtown	sidewalks too narrow	SW	W
Fairview	steep climb on Fairview	SW	W
Hamline	sidewalks too narrow in some areas and blocked by electric poles	SW	W
Hamline	narrow sidewalk over Ayd Mill	SW	W
Hamline	no wide sidewalks, trees, lights, and cracks	SW	W
Hamline	sidewalks too narrow and nonexistent on east side of viaduct	SW	W & M
Prospect Prk	need wider sidewalk	SW	W
Snelling	narrow sidewalks	SW	W
Victoria	lots of cracked / uneven / steep sidewalk / curb cuts, too narrow	SW/CR	W
West Bank	narrow sidewalk with no protective barrier b/t cars & sidewalk	SW	W
Westgate	narrow sidewalks (not cleared in winter)	SW	W
Westgate	narrow sidewalk on Bedford (west side) N. of University	SW	W
Westgate	sidewalk on west side of Bedford too narrow	SW	W
Westgate	sidewalks are narrow	SW	W

Sidewalks / missing – breaks in network, no continuity

3

Downtown	unclear walking paths	SW	MNC
Fairview	missing sidewalk segments	SW	MNC
Prospect Prk	Pavement & railroad tracks on Franklin a problem for wheelchair, stroller	SW	MNC

Curb ramps		12	
Downtown	ramps with diagonal orientation into intersection are bad	CR	
Fairview	handicap ramps at corners are angled wrong	CR	
Fairview	difficult access for people with mobility devices or strollers -- missing or diagonal ramps at corners, no benches anywhere	CR & BCH	
	curb cuts at Minnehaha & Hamline narrow and difficult to navigate		
Hamline	w/child or bike	CR	
Hamline	poor intersection ramps in some places	CR	
Lexington	ADA shortfalls-steep slopes at curb ramps, missing truncated domes	CR	
Prospect	missing curb cuts	CR	
Snelling	45 degree curb cuts	CR	
Snelling	missing and broken wheelchair ramps along Fry	CR	
Snelling	missing, broken wheelchair ramps	CR	
Victoria	curb cuts too high	CR	
Western	ramps at corners needed work	CR	
Snow Removal		10	
Fairview	snow/ice on sidewalks, especially where they might be sloping without handrails.	SR	
Raymond	some commercial driveways did not have appropriate storm water drainage; water/ice flowed across the sidewalk	SR	
Raymond	likely not shoveled in winter	SR	
Snelling	snow & ice on the sidewalks	SR	
Snelling	snow all around CVS parking lot in winter--they aren't shoveling	SR	
Snelling	Ice in winter	SR	
Victoria	will be poor snow clearance in winter	SR	
Victoria	no snow removal in winter	SR	
Westgate	snow not reliably removed in wintertime	SR	
Westgate	in winter, snow and ice are major issues	SR	
Public Transit		6	
Capitol/Rice	no shelter	TS	SGN
Downtown	lack of transit signs	TS	
Downtown	crowding around bus stop @ Wabasha & 6th	TS	
Snelling	would like a heater at Snelling/Univ shelter	TS	
West Bank	lack of bus shelter @ 4th and 19th	TS	
Westgate	bus shelter on street edge is bad for sidewalk passage, accumulates snow	TS	W & SR
Traffic / not watching for pedestrians		2	
Prospect Prk	cars exiting building at 2828 University sometimes obstruct sidewalk while trying to enter traffic	T	NSP
West Bank	cars turning	T	NSP

Corridor-wide Pedestrian Experience Assets	162	Total
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Pedestrian Experience — Major Categories		% of All Comments
Street Life — People	62	38%
Views and Urban Design	45	28%
Street Live — Businesses and Storefronts	23	14%
Noise / Quiet	23	14%
Street Life / General	7	4%
General Pedestrian Experience	2	1%
Total	162	

Street Life — People		62		
Capitol/Rice	good walking partner		SL	H
Dale	nice people		SL	H
Dale	people on the walk		SL	H
Dale	the people		SL	H
Dale	the people with me		SL	H
Dale	neighbors out in their yards		SL	H
Dale	the company		SL	H
Dale	people		SL	H
Dale	looking around the neighborhood - kids, trees, etc.		SL,TR	H
Downtown	friends		SL	H
Downtown	my friends		SL	H
Downtown	around Mears busy and bustling		SL	H
Downtown	for a Sunday afternoon - a fair number of peds downtown		SL	H
Downtown	lots of people		SL	H
Downtown	friendly people		SL	H
Downtown	people out enjoying the day		SL	H
Downtown	people out enjoying the day		SL	H
Downtown	area near Farmers Market / Union Depot		SL	H
Downtown	people out walking		SL	H
Downtown	meeting residents excited about growth of Lowertown		SL	H
Downtown	human presence, activity		SL	H
Downtown	interactions with people		SL	H
Fairview	friendly pedestrians and bus driver		SL	H
Fairview	no biting dogs		SL	H
Fairview	walking and talking with friend		SL	H
Fairview	seeing neighbors		SL	H
Hamline	meeting neighbors		SL	H
Hamline	meeting neighbors along route		SL	H
Hamline	walking with teens from Skyline Tower		SL	H
Hamline	many other pedestrians and bicycles		SL	H
Hamline	the hustle and bustle		SL	H
Hamline	many other pedestrians and bicycles		SL	H

Hamline	the hustle and bustle	SL	H
Lexington	racial diversity	SL	H
Lexington	friends	SL	H
Lexington	the company I was with	SL	H
Lexington	nice neighbors	SL	H
Lexington	seeing neighbors	SL	H
Lexington	walking in a group	SL	H
Prospect Prk	diversity of street life at Arthur/University/29th is interesting	SL	H
Prospect Prk	friendly neighbors	SL	H
Prospect Prk	nice people	SL	H
Raymond	lots of activity along the way	SL	H
Raymond	seeing neighbors	SL	H
Raymond	busy area, many persons around for safety	SL	H
Raymond	company - other walkers	SL	H
Raymond	usually see children and animals	SL	H
Snelling	lots of families and pets out all the time - feels very safe	SL	H
Snelling	friendly neighbors	SL	H
Snelling	neighbors	SL	H
Snelling	being outside, in the fresh air; seeing neighbors on my way	SL	H
Snelling	lots of families and people with pets out walking	SL	H
Victoria	Maxfield School	SL	H
West Bank	lots of people around	SL	H
West Bank	walking with neighbors	SL	H
West Bank	lots of bikes and pedestrians on Cedar	SL	H
West Bank	interesting people	SL	H
West Bank	friends to walk with	SL	H
Western	friendly people	SL	H
Westgate	greeting neighbors	SL	H
Westgate	housing on both sides (there's always people around to make it feel safe)	SL	H
Westgate	people	SL	H

Views and Urban Design

45

Cap/Rice	looking at the contrast of architecture and building types	VUB	BD
Cap/Rice	Capitol area visually appealing/pleasant	VUB	
Dale	the scenery of the community	VUB	
Downtown	exchange street was a pleasant walk	VUB	
Downtown	nicer part of downtown Saint Paul	VUB	
Downtown	scenery	VUB	
Downtown	some scenic views	VUB	
Downtown	view corridor from light rail station on to St Paul Hotel	VUB	
Downtown	mostly nice area	VUB	
Downtown	views around Capitol grounds	VUB	
Downtown	Union Station area	VUB	
Downtown	seeing downtown from a close perspective	VUB	
Downtown	beautiful views of the city & Capitol	VUB	
Downtown	it was great to walk on the street versus the skyways	VUB	

Downtown	St Paul streets still feel quaint - keep that atmosphere!	VUB
Downtown	nice part of downtown St Paul	VUB
Downtown	feels like a city	VUB
Downtown	was not Detroit	VUB
Downtown	view up Cedar St	VUB
Downtown	envisioning what a welcome transformation could provide a sometimes grim downtown	VUB
Fairview	neighborhood on Iglehart	VUB
Fairview	nice neighborhood	VUB
Fairview	winding streets and trees in Iris Park	VUB
Fairview	I notice things on a walk that I might not notice otherwise, so it makes me feel more connected to the neighborhood	VUB
Fairview	seeing more of my neighborhood	VUB
Lexington	nice scenery	VUB
Lexington	friendly neighborhoods	VUB
Lexington	it was a nice neighborhood	VUB
Lexington	beautiful scenery	VUB
Prospect Prk	urban environment	VUB
Prospect Prk	beautiful	VUB
Prospect Prk	hills	VUB
Prospect Prk	streets with curves & hills topography	VUB
Prospect Prk	nice view	VUB
Raymond	pleasing landscape, especially landscape architecture, Hampden Park, Hampden Park Coop	VUB
Raymond	the University Ave improvements	VUB
Raymond	Cretin, except for speeding & congested traffic, was sort of pretty	VUB
Robert	Capitol area	VUB
Robert	view of downtown area	VUB
Robert	copper edging on the new Robert St. Station	VUB
Snelling	beautiful neighborhood	VUB
West Bank	nice neighborhood	VUB
West Bank	the river	VUB
Western	interesting to look at neighborhoods	VUB
Western	attractive neighborhood	VUB

Street Life — Businesses and Storefronts

23

Downtown	locations	SL	BSF
Downtown	market near theaters & Meritage & St Peter St	SL	BSF
Downtown	sidewalk cafe seating	SL	BSF
Downtown	cafes - connections to different businesses	SL	BSF
Downtown	storefronts at 5th at Wabasha	SL	BSF
Lexington	liked history exhibit of old Saints Stadium at TCF bank	SL	BSF
Lexington	DQ	SL	BSF
Lexington	dairy queen	SL	BSF
Lexington	stores healthy	SL	BSF
Lexington	dairy queen	SL	BSF

Lexington	access to grocery along walk home	SL	BSF
Lexington	school	SL	BSF
Lexington	library	SL	BSF
Prospect Prk	businesses along road	SL	BSF
Raymond	places to eat	SL	BSF
Raymond	shops	SL	BSF
Raymond	interesting store fronts	SL	BSF
Raymond	Interesting store fronts	SL	BSF
Raymond	nice businesses near Raymond stop	SL	BSF
Snelling	I like a lot of the businesses along the walk	SL	BSF
Snelling	storefronts	SL	BSF
West Bank	Cedar Ave shops and activity	SL	BSF
Westgate	businesses maintain their areas well	SL	BSF

Noise / Quiet

19

Dale	areas where the storefronts were next to the sidewalk	QN	BSF
Downtown	tolling bells	QN	
Fairview	quiet	QN	
Hamline	the neighborhood	QN	
Hamline	quiet	QN	
Hamline	quiet	QN	
Lexington	quiet	QN	
Lexington	quiet (late Sunday afternoon - so-so weather)	QN	
Lexington	nice and quiet	QN	
Lexington	quiet and not much going on	QN	
Prospect Prk	calm/quiet	QN	
Raymond	mostly quiet, residential streets	QN	
Snelling	generally pretty quiet, once you get away from University	QN	
Snelling	mostly quiet	QN	
Victoria	little noise other than 94	QN	BSF
Victoria	relatively quiet street	QN	
Victoria	neighborhood atmosphere	QN	
Western	pleasant neighborhood	QN	
Western	peaceful	QN	
Western	quiet	QN	
Western	quiet	QN	
Westgate	portions are quiet	QN	
Westgate	quiet	QN	

Street Life / General

7

Dale	seeing the neighborhood busy	SL	
Raymond	seeing the neighborhood	SL, BD, G	
Raymond	great neighborhood	SL?	
Victoria	seeing people in the neighborhood	SL	
Victoria	other people around	SL	
Victoria	selection of local business storefronts	SL	

Westgate	any area a block away from University Av. is pleasant to walk	SL
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General Pedestrian Experience	
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2

Hamline	it's great to walk to Station at day time	EX
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Westgate	the area of University (north side of street) west of Raymond and East of 280	EX
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Corridor-wide Pedestrian Experience Concerns	57	Total
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Pedestrian Experience — Major Categories		% of All Comments
Street Life — Human Behavior	18	32%
Urban Design & Views	13	23%
Noise	10	18%
Signage	8	14%
Street Life — Storefront Activity	8	14%
Total	57	

Street Life - Human Behavior		18		
Capitol/Rice Dale	strangers loitering	SL	H	
	within the few blocks, I saw a person holding a sign asking for money and 2 blocks later, I was asked for money by a passing stranger	SL	H	
Dale	gangs hang out	SL	H	
Downtown	bum asked me for money on 10th & Cedar	SL	H	
Downtown	people asking for money	SL	H	
Hamline	sometimes ran into some shady characters	SL	H	
Hamline	drunk people peeing at bus stop or asking for money	SL	H	
Lexington	strangers hassling	SL	H	
Lexington	crazy people	SL	H	
Lexington	rude people	SL	H	
Raymond	few fellow walkers	SL	H	
Snelling	too many rude, crazy people loitering along Snelling and University	SL	H	
Snelling	beggars on the corner of Snelling and Concordia	SL	H	
Snelling	lack of other pedestrians or bikers	SL	H	
West Bank	Cedar - some threatening people	SL	H	
Western	I encountered no other walkers	SL	H	
Western	lack of "eyes on the street" at several locations.	SL	H	
Western	I was approached by a man asking for money at the corner of Western and Selby; unfortunately I had none to give him	SL	H	

Urban Design and Views		13		
Dale	void space (parking lots, wide streets)	VUB		
Downtown	not attractive sidewalk atmosphere	VUB		
Downtown	narrow streets	VUB		
Downtown	the climb up Cedar - steep and rugged	VUB		
Downtown	ugly parking lot thing is a mess @ 9th St & Minnesota; yucky cyclone fencing	VUB		
Downtown	run down parking lot up at 7th	VUB		
Hamline	sharply arched overpass at Ayd Mill Rd	VUB		

Hamline	empty lots on University between Hamline & Albert	VUB
Hamline	passing big empty parking lots (ugly)	VUB
Hamline	steep incline on Hamline bridge over Selby	VUB
Hamline	very industrialized in that area	VUB
Snelling	barren areas, no trees or ornamentation	VUB
West Bank	harsh environment on 19th -- huge parking ramps	VUB

Noise

10

Dale	noisy	QN
Dale	noise from traffic	QN
Downtown	hard to talk w/noise of traffic	QN
Downtown	noisy traffic on Wabasha north of 7th	QN
Downtown	noise	QN
Hamline	traffic was noisy on Hamline Ave	QN
Snelling	noise from traffic is a constant irritant; I'd probably prefer to walk a block or two east or west of Snelling to avoid the noise	QN
Victoria	loud traffic	QN
Western	noise around 94 crossing over	QN
Westgate	noise over 280/94 commons	QN

Signage

8

Downtown	couple places without street signs (e.g. 6th & Minnesota)	SGN
Downtown	signage	SGN
Downtown	not enough street signs or directions to particular venues	SGN
Downtown	no way-finding signage (to hospital, to landmark, etc.)	SGN
Downtown	no signs to indicate how to get to the hospital and other places like the Fitzgerald, Children's Museum, Macy's, etc.	SGN
Downtown	street signage directions	SGN
Downtown	better signage about neighborhood, nearby locations	SGN
Western	confusing detour signs	SGN

Street Life - Storefront Activity

8

Downtown	no storefront activity	SL	BSF
Downtown	businesses not accessible from street, only skyways	SL	BSF
Downtown	vacant storefronts, empty businesses and buildings	SL	BSF
Downtown	no amenities to make it walkable	SL	BSF
Downtown	no pleasant "distractions"	SL	BSF,G
Raymond	ugly store fronts	SL	BSF
Raymond	isolated streets - no storefronts or residences in between	SL	BSF
Snelling	bookstore anti-light rail signs at Snelling	SGN	

Corridor-wide Physical Environment Assets	320 Total
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Physical Environment Assets — Major Categories		% of All Comments
Trees	86	27%
Green Space, Parks, Gardens	64	20%
Convenience / Adjacency	54	17%
Sidewalks	42	13%
Built Environment / Architecture	37	12%
Clean / Not a Lot of Litter	21	7%
Public Art	10	3%
Benches / Resting Places	3	1%
Street Life - People	2	1%
Transit Service	1	0%
Total	320	

Trees	86	
Dale	large shade trees	TR
Dale	shade trees on Sherburne	TR
Dale	back roads had large trees for shade	TR
Dale	shade trees	TR
Dale	nice shaded trees	TR
Dale	trees	TR
Downtown	boulevards with trees	TR
Downtown	trees on Exchange	TR
Downtown	trees on Wabasha	TR
Downtown	trees on Wabasha	TR
Downtown	trees on Wabasha for shade	TR
Downtown	trees when there were some	TR
Downtown	ample shade trees in some areas	TR
Downtown	patches of trees	TR
Downtown	trees	TR
Downtown	trees, etc. makes for a pleasant walk	TR
Downtown	trees / park near McNally (on Exchange)	TR,G
Downtown	trees and campus of McNally Smith	TR,G
Downtown	trees - connections with nature	TR,G
Downtown	trees and lights on exchange by Fitz theater	TR,L
Fairview	shady pleasant streets, mostly	TR
Fairview	nice trees in yards	TR
Fairview	shade trees	TR
Fairview	trees	TR
Fairview	trees along the streets with houses	TR

Fairview	walk through the Wheeler-Shields neighborhood because of the trees; Fairview from Shields to University is just plain ugly..	TR	
Hamline	trees	TR	
Hamline	some areas shaded with trees	TR	
Hamline	trees	TR	
Hamline	some areas shaded with trees	TR	
Hamline	The trees	TR	
Hamline	trees / greenery	TR & G	
Hamline	trees / greenery	TR & G	
Hamline	trees & plants	TR & G	GAR
Lexington	shade	TR	
Lexington	nice tree cover	TR	
Lexington	trees	TR	
Lexington	nice trees	TR	
Lexington	nice trees	TR	
Lexington	shade	TR	
Lexington	a little shade	TR	
Lexington	lots of shade	TR	
Lexington	mostly shade	TR	
Lexington	shade	TR	
Lexington	shade trees along boulevard and parkway	TR	
Lexington	there was lots of trees	TR	
Lexington	trees	TR	
Lexington	trees and nature	TR	
Prospect Prk	lots of trees	TR	
Prospect Prk	well-shaded	TR	
Prospect Prk	4th Street SE has nice tree cover until you get west of Malcolm	TR	
Prospect Prk	shade	TR	
Prospect Prk	tree lined streets	TR	
Prospect Prk	tree-lined streets	TR	
Prospect Prk	trees	TR	
Prospect Prk	trees	TR	
Prospect Prk	walk along Arthur Ave is well-shaded and pretty	TR	
Raymond	trees	TR	
Raymond	shady trees	TR	
Raymond	trees	TR	
Raymond	trees/shade in residential areas	TR	
Raymond	a couple of places had nice boulevard trees	TR	
Raymond	lots of shade trees	TR	
Raymond	tree lined boulevards	TR	
Raymond	trees in Desnoyer Park with songbirds and dappled sunlight	TR	

Raymond	trees-shade	TR	
Snelling	shade trees, where they were	TR	
Snelling	lots of shade	TR	
Snelling	lots of trees	TR	
Snelling	trees, when they were there	TR	
Victoria	lots of shade trees	TR	BSF
Victoria	excellent tree cover	TR	
Victoria	nice tree cover	TR	
Victoria	trees	TR	
Victoria	tree coverage	TR	
West Bank	occasional large trees	TR	
Western	shade trees along the route.	TR	
Western	trees along Western before I-94	TR	
Western	trees and buildings	TR	
Western	great shade trees	TR	
Western	there were trees shading me from the sun	TR	
Westgate	trees on 4th St	TR	
Westgate	shade trees	TR	
Westgate	shade trees	TR	
Westgate	trees	TR	
Westgate	Walking on 4th Street SE until reaching Bedford, where the trees disappear	TR	

Green Space, Parks, Gardens

64

Downtown	a couple nice green-space areas - by churches on Cedar, McNally		
	music school	G	
Downtown	grass	G	
Downtown	McNally - Smith - grass	G	
Downtown	rice park	G	
Downtown	children's playground	G	
Downtown	green spaces	G	
Downtown	passed some flowering bushes	G	
Downtown	green space at Cedar & 7th	G	
Downtown	open paths around Cedar and 10th Street stop	G	
Downtown	plaza at 540 Cedar, where station will be	G	
Downtown	Mears Park itself, nice green space	G	
Downtown	green park	G	
Downtown	green space	G	
Downtown	flowers and trees	G,TR	
Fairview	attractive yards to look at	G	GAR
Fairview	passing gardens	G	GAR
Fairview	flowers	G	GAR

Hamline	blooming gardens	G	GAR
Hamline	boulevard gardens, esp. garden @ 507 Hamline	G	GAR
Hamline	pass a community garden	G	GAR
Hamline	watching kids at batting practice at Dunning Park	G	
Lexington	flowers in peoples yards	G	
Lexington	plants	G	
Prospect Prk	plants	G	GAR
Prospect Prk	beautiful gardens	G	GAR
Prospect Prk	flower gardens	G	GAR
Prospect Prk	KSTP does a nice job of maintaining the front lawn of their building	G	
Prospect Prk	gardens	G	
Prospect Prk	open space	G	
Prospect Prk	vegetation	G	
Raymond	gardens and Hampden Park	G	GAR
Raymond	the flowers next to the apartments on Myrtle and Pelham	G	GAR
Raymond	slope gardens	G	GAR
Raymond	nice neighborhood with flowers in yards for part of the walk	G	GAR
Raymond	gardens	G	GAR
Raymond	interesting gardens, planters	G	GAR
Raymond	park across from co-op	G	
Raymond	little park at Hampton	G	
Robert	landscaping around Embassy Suites	G	
Robert	bushes and flowers on the south side of Stassen Building	G	
Snelling	nice gardens/boulevard gardens	G	GAR
Snelling	nice gardens and flowers	G	GAR
Snelling	nice vegetation	G	
Snelling	I like the plantings they've put in around the pedestrian bridge over 94	G	
Snelling	passing by Hamline Park	G	
Snelling	Hamline U's improvement of interface w street, from new awnings on buildings at NE corner Minnehaha/Snelling to beautiful landscaping	G & BD	
Snelling	green spaces and trees	G & TR	
Victoria	garden on SE corner of Concordia & Victoria	G	
Victoria	gardens	G	
Victoria	green (trees/grass)	G	
Victoria	buildings & landscapes well maintained - active gardening & feels safe	G	
Victoria	park at the former Wilder site could be a pleasant interlude	G	
Victoria	saw a nice garden	G	
West Bank	some nice gardens	G	GAR

Western	all the trees and green grass	G	
Western	green grass and trees along the side of the road	G	
Western	green trees and lawn	G	
Western	nice flowers along the way	G	
Western	some resident's gardens full of flowers, especially at Mai village	G	
Westgate	flower gardens	G	GAR
Westgate	plants, flowers, wildlife	G	GAR
Westgate	gardens	G	GAR
Westgate	nice landscaping on Hubbard (KSTP) property	G	
Westgate	Mpls very pleasant walk to Westgate - gardens, trees	G & TR	

Convenience / Adjacency		54	
Capitol/Rice	it's a short distance from home	CP	
Dale	close to shops	CP	
Dale	it's fairly close to our house	CP	
Dale	accessible	CP	
Downtown	accessible	CP	
Downtown	distance	CP	
Downtown	location	CP	
Downtown	proximity	CP	
Downtown	short distance	CP	
Downtown	short walks	CP	
Downtown	short length	CP	
Downtown	convenient	CP	
Downtown	only one road to cross	CP	
Downtown	easy access	CP	
Downtown	easy to find	CP	
Downtown	location - very close to museum	CP	
Downtown	location	CP	
Downtown	easy walk	CP	
Downtown	convenient locations of LRT stations	CP	
Downtown	short walk, nice weather	CP	
Downtown	distance	CP	
Fairview	short enough to make using public transit practical.	CP	
Hamline	see destinations (college, school)	CP	
Hamline	short distance from starting location	CP	
Hamline	close to Skyline	CP	
Hamline	short distance	CP	
Lexington	short	CP	
Prospect Prk	ease of commute	CP	
Prospect Prk	distance	CP	
Prospect Prk	light rail stop is close	CP	
Raymond	getting someplace meaningful	CP	

Snelling	ease of getting to buses and shopping from where I live	CP
Snelling	location, location, location	CP
Snelling	proximity	CP
Snelling	it is not long	CP
Snelling	short 5 block walk to light rail	CP
Snelling	closeness of things--I love that	CP
Victoria	short	CP
Victoria	straight line/direct route	CP
Victoria	accessibility to University Ave	CP
West Bank	easy access	CP
West Bank	easy to reach from across the river	CP
West Bank	proximity to station	CP
Western	close to home	CP
Western	convenient to home	CP
Western	that the walk took less time then I had anticipated	CP
Western	the distance was very walkable, not too far	CP
Western	shortest route to LRT/University Avenue	CP
Western	distance of sidewalk from the street is pretty good	CP
Western	not as far as I thought	CP
Western	it took only 20 minutes of easy walking to get there	CP
Westgate	short walk to future station	CP
Westgate	brevity	CP
Westgate	short distance from house	CP

Sidewalks

42

Dale	wide boulevard between sidewalk and street	SW	W
Dale	streets level	SW	
Downtown	sidewalks along path	SW	
Downtown	smooth walking surfaces for the most part	SW	
Downtown	good sidewalks / scenery	SW,G	
Fairview	fresh air, clean sidewalks	SW	TLG
Fairview	sidewalks available almost everywhere	SW	
Fairview	sidewalks in good shape, mostly	SW	
Fairview	good walk path until University Avenue	SW	
Fairview	sidewalks	SW	
Fairview	sidewalks in residential street locations with boulevards	SW	
Hamline	good sidewalks	SW	
Hamline	the convenience of sidewalks!	SW	
Hamline	good sidewalks	SW	
Hamline	the convenience of sidewalks!	SW	
Hamline	sidewalks along entire route	SW	
Lexington	sidewalks were wide	SW	W

Lexington	clear sidewalks	SW	
Lexington	sidewalks generally in good condition	SW	
Lexington	ease of movement along Lexington	SW	
Prospect Prk	decent sidewalks	SW	GD
Prospect Prk	new sidewalks	SW	GD
Prospect Prk	good sidewalks	SW	
Raymond	sidewalks	SW	
Raymond	good sidewalks in most places	SW	
Raymond	maintained sidewalks	SW	
Raymond	redeveloped Univ Ave sidewalks	SW	
Raymond	sidewalks on University coming along	SW	
Raymond	there were sidewalks most of the way	SW	
Snelling	sidewalks present throughout the two walks	SW	
Snelling	there are sidewalks	SW	
Victoria	sidewalks mostly in good shape	SW	ST
Victoria	sidewalks	SW	
West Bank	new sidewalks along Riverside	SW	G
West Bank	mostly good sidewalks	SW	G
West Bank	even sidewalks	SW	
West Bank	sidewalk on 5th St connecting to Cedar is pleasant	SW	
	big difference when things are in good condition (i.e., wide sidewalks on Cedar bridge, shade at corner of Cedar and 3rd St		
West Bank	open area	SW, TR, G	
Western	there were sidewalks for me to walk on.	SW	
Westgate	where the sidewalks are new, they are excellent	SW	
Westgate	new sidewalks	SW	
Westgate	new sidewalks on University	SW	

Built Environment / Architecture

37

Downtown	churches	BD
Downtown	churches on Cedar	BD
Downtown	Fitzgerald Theater	BD
Downtown	historic buildings and landmarks of St Paul	BD
Downtown	two nice churches with bells	BD
Downtown	beautiful historic buildings	BD
Downtown	Union Depot Station	BD
Downtown	old beautiful buildings	BD
Downtown	nice buildings	BD
Downtown	nice buildings: churches, MPR, McNally-smith, science museum	BD
Downtown	some historic buildings along 4th St	BD
Downtown	historic architecture	BD
Downtown	Fitzgerald Theater is nice	BD

Downtown	interesting buildings	BD
Downtown	Fitzgerald Theater is very nice to view	BD
Downtown	the older buildings - a lot of history in the area	BD
Downtown	view of Capitol	BD
Fairview	housing interesting	BD
Fairview	variety of houses	BD
Fairview	passing houses	BD
	interesting buildings and houses to look at (rather than big empty parking lots)	BD
Hamline	attractive homes	BD
Lexington	houses look nice	BD
Lexington	nice houses	BD
Lexington	nice houses	BD
Prospect Prk	house gazing	BD
Prospect Prk	houses	BD
Prospect Prk	beautiful houses	BD
Raymond	Catholic Charities residence at other	BD
Raymond	Lyric Lofts at one end	BD
Raymond	well-cared for homes, yards and businesses	BD & G
Robert	townhouse and Bethesda Park	BD
West Bank	walked by the U and the Theater in the Round	BD
Western	trees and buildings	BD
Westgate	houses	BD
Westgate	houses	BD
Westgate	nice walk on 4th Street - well-kept homes	BD

Clean / Not a Lot of Litter

21

Dale	clean	TLG
Dale	somewhat clean	TLG
Downtown	fairly clean city	TLG
Downtown	cleanliness	TLG
Lexington	little trash	TLG
Lexington	sidewalks clean	TLG
Lexington	somewhat clean streets	TLG
Lexington	the street was clean, nice place to walk around	TLG
Lexington	clean streets	TLG
Lexington	mostly clean	TLG
Lexington	a lot of litter	TLG
Lexington	clean except for glass	TLG
Lexington	the streets were clean	TLG
Prospect Prk	not a lot of litter (pretty clean)	TLG
Prospect Prk	litter-free	TLG

Raymond	tidy neighborhood	TLG
Raymond	very little trash	TLG
Victoria	traffic not fast, clean area	TLG
Victoria	little litter	TLG
Western	didn't find too much litter, some but it wasn't bad	TLG
Westgate	near the lots where people live, it was clean	TLG

Public Art

10

Capitol/Rice	Sculpture Park	PA
Downtown	Flint Hills art along the street	PA
Downtown	Tacoumba's kid art mural	PA
Downtown	like the artwork / art work at stations	PA
Downtown	stained glass at LRT station	PA
Raymond	gems: like store number at 898 Raymond	PA
Raymond	some walks had been repaved with sidewalk poetry	PA
Snelling	the planters which Mosaic on a Stick helped local residents and students create a few years ago	PA
Snelling	Hamline-Midway banner/signs that were attached to the light posts	PA
Snelling	mosaics on planters	PA

Benches / Resting Places

3

Downtown	places to rest - public spaces to have lunch outside	BCH,G
Hamline	there were some benches along the streets	BCH
Lexington	places to sit	BCH

Street Life — People

2

Downtown	no crowds	SL	H
Downtown	see all sorts of people outside	SL	H

Transit Service

1

Downtown	access to platform	TS
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Corridor-wide Physical Environment Concerns		269	Total
Physical Environment – Major Categories			% of All Comments
	Sidewalks: broken uneven	126	47%
	Trash/Litter/Graffiti	60	22%
	Trees Missing	29	11%
	Benches	20	7%
	Overgrown Vegetation	12	4%
	Green Space	11	4%
	Buildings	9	3%
	Street	2	1%
Total		269	
Sidewalk Conditions - broken or uneven		91	
Capitol/Rice	bad sidewalk		BU
Capitol/Rice	bad sidewalks		BU
Capitol/Rice	lots of cracked sidewalks, steep inclines, some narrow sidewalks		BU
Dale	uneven and cracked sidewalks		BU
Dale	uneven sidewalks		BU
Dale	uneven pavement		BU
Dale	cracked and uneven sidewalks / craters in sidewalks		BU
Dale	sidewalk is in bad need of repair		BU
Dale	holes or gaps in sidewalks		BU
Dale	sidewalks broken		BU
Dale	no bike amenities		BU
Dale	erosion on sidewalks		BU
Downtown	sidewalks in disrepair, cracked		BU
Downtown	bad sidewalks		BU
Downtown	some cracked sidewalks		BU
Downtown	cracked walk on Wabasha		BU
Downtown	bad sidewalks in many places		BU
Downtown	broken sidewalks		BU
Downtown	sidewalk in poor condition		BU
Downtown	sidewalks		BU
Downtown	rough sidewalks		BU
Downtown	poor sidewalks		BU
Downtown	cracked, uneven pavement		BU
Downtown	much of 6th poorly maintained / patched sidewalk		BU
Downtown	cracked sidewalks		BU
Downtown	broken up sidewalk		BU
Downtown	cracked sidewalks		BU
Downtown	better / newer sidewalks		BU
Downtown	patched sidewalks - poorly done		BU
Downtown	bad sidewalks/curb cuts as noted		BU
Downtown	cracking pavers and litter		BU

Fairview	broken and uneven sidewalks	BU
Fairview	Uneven sidewalks	BU
Fairview	broken or no sidewalks - walks close to road	BU
Hamline	rough sidewalks north of Marshall	BU
Hamline	uneven, unkempt, rutted sidewalks	BU
Hamline	bad sidewalks (uneven)	BU
Hamline	some cracked sidewalks	BU
Lexington	walking on sidewalks that were messed up	BU
Lexington	some bad sidewalks	BU
Lexington	some sidewalks need to be replaced	BU
Lexington	sidewalk not level	BU
Lexington	broken sidewalks	BU
Lexington	occasional poorly maintained sidewalks	BU
Lexington	speed bumps on the sidewalk	BU
Lexington	bumpy sidewalks	BU
Lexington	pavement	BU
Lexington	heaving sidewalks	BU
Lexington	cracked sidewalks	BU
Lexington	there were speed bumps on the sidewalk	BU
Lexington	sidewalks were messed up	BU
Lexington	uneven sidewalks	BU
Lexington	bumpy sidewalks	BU
Lexington	sidewalks uneven	BU
Lexington	cracked sidewalks	BU
Lexington	the sidewalks being uneven	BU
Prospect Prk	sidewalks problems	BU
Prospect Prk	need smoother sidewalk	BU
Prospect Prk	occasional uneven sidewalks	BU
Prospect Prk	broken sidewalks	BU
Raymond	poorly maintained or missing sidewalk on I-94 -> University. litter, safety, REALLY ugly and scary: Concordia -> Univ. stretch	BU
Raymond	some sidewalks needed repair	BU
Raymond	there's a hole in the sidewalk next to the manhole #3 in front of the storage company.	BU
Raymond	broken sidewalks	BU
Raymond	uneven pavement	BU
Raymond	poor or non-existent sidewalks	BU
Robert	sidewalks in the east side of Capitol Heights	BU
Robert	uneven sidewalks on south side of 11th Street	BU
Snelling	uneven pavement	BU
Snelling	uneven sidewalks - uneven so often that it was difficult to walk	BU
Snelling	uneven sidewalks	BU
Snelling	cracked/damaged sidewalks	BU
Snelling	uneven sidewalks	BU
Snelling	uneven sidewalks	BU
Victoria	sidewalks uneven/broken	BU
Victoria	cracks in the sidewalk	BU

Victoria	uneven sidewalks	BU
Victoria	cracked street outside Maxfield	BU
Western	occasional broken / uneven sidewalks	BU
Western	sidewalks were uneven and a tripping hazard	BU
Western	sidewalk rises and falls on much of route	BU
Western	cracked sidewalks	BU
Western	uneven sidewalks, utility poles too close to sidewalks.	BU
Western	uneven sidewalks	BU
Western	sidewalks cracked and repaired with asphalt	BU
Western	holes	BU
Western	sidewalks broken	BU
Westgate	uneven places evened out enough so no one would trip, but still might be a problem for anything with wheels.	BU
Westgate	Bedford is missing a sidewalk on the east side north of University	BU
Westgate	some sidewalks and roads are bumpy	BU
Westgate	occasional broken sidewalks	BU

Missing sidewalks

24

Downtown	missing sidewalk	M
Fairview	missing sidewalks on Thomas	M
Fairview	missing sidewalks on Prior (west side)	M
Fairview	No sidewalks on Wheeler (north half between Thomas and University)	M
Fairview	missing sidewalks on Wheeler	M
Fairview	missing sidewalk	M
Hamline	no sidewalk on Hamline at Portland	M
Hamline	no sidewalks / no cross walks	M
Hamline	missing sidewalks from Skyline to Syndicate	M
Prospect Prk	no sidewalk on either side of 4th Street SE west of Malcolm	M
Prospect Prk	no sidewalk on east side of Bedford St. SE	M
Prospect Prk	missing sidewalks	M
Raymond	sidewalk was removed along Pelham between I94 and Wabash	M
Raymond	lack of sidewalks on east part of Brewster and Fairview	M
Raymond	lack of safe walking and biking paths	M
Raymond	lack of sidewalk on Cretin & Vandalia	M
Raymond	lack of sidewalks	M
Raymond	no sidewalk on Pelham between St. Anthony before the bridge all the way to the storage company across from the testing lab	M
Raymond	Pelham bridge sidewalk only on one side and not wide enough	M
West Bank	walked through warehouse parking instead of having sidewalk	M
Westgate	some missing sidewalks limit which paths I can take	M
Westgate	no sidewalks	M
Westgate	missing sidewalk on Bedford (east side) N. of University	M
Westgate	no sidewalk on east side of Bedford	M

Sidewalks General

11

Dale	sidewalks	SW
Dale	sidewalks	SW

Downtown	sidewalks with lateral grade felt unsafe	SW
Downtown	sidewalks	SW
Lexington	sidewalks	SW
Lexington	sidewalk	SW
Lexington	sidewalks	SW
Prospect Prk	sidewalks	SW
Victoria	sidewalks not well maintained	SW
Western	hard to walk on sidewalk	SW
Westgate	sidewalk northbound Emerald, east side	SW

Trash/Litter/Graffiti

60

Dale	garbage	TLG
Dale	litter	TLG
Dale	trash was too heavy in the area	TLG
Dale	litter	TLG
Downtown	dirty bus stop on Wabasha	TLG
Downtown	dirty	TLG
Downtown	trash	TLG
Downtown	some litter	TLG
Downtown	dirty diaper discarded on sidewalks	TLG
Downtown	dirty sidewalk by the Fitz	TLG
Downtown	litter	TLG
Downtown	garbage	TLG
Downtown	dirty	TLG
Downtown	dirty, un-maintained sidewalks and terrible street presence on Cedar	TLG
Downtown	grungy or no bus stops / shelters	TLG
Fairview	dirty sidewalks (rocks, soil, tree branches)	TLG
Fairview	need more garbage containers to catch the trash from the fast food places	TLG
Hamline	construction debris & noise	TLG
Hamline	trash (and not enough trash cans).	TLG
Hamline	litter	TLG
Lexington	trash	TLG
Lexington	dirt	TLG
Lexington	litter	TLG
Lexington	trash	TLG
Lexington	trash	TLG
Lexington	dirty	TLG
Lexington	broken glass everywhere @ Concordia & Lexington	TLG
Lexington	trash on the ground	TLG
Lexington	rocks everywhere	TLG
Lexington	sand on sidewalks	TLG
Lexington	not clean / too much dirt	TLG
Lexington	occasional trash	TLG
Lexington	trash	TLG
Lexington	dusty	TLG
Lexington	rocks	TLG

Prospect Prk	trash on ground	TLG
Prospect Prk	sidewalk cleanliness	TLG
Raymond	litter	TLG
Robert	gum on sidewalks, especially when it's hot out	TLG
Snelling	trash around American Bank at Snelling/University	TLG
Snelling	trash everywhere	TLG
Snelling	garbage, especially CVS parking lot	TLG
Snelling	garbage all over the Snelling and University intersection.	TLG
Snelling	SO MUCH TRASH around Snelling and University	TLG
Snelling	trash on University	TLG
Snelling	trash on Snelling	TLG
Snelling	litter is always a problem, as people who are traveling through our community toss things out of the cars, or onto the sidewalk	TLG
Snelling	litter	TLG
Snelling	abandoned grocery carts	TLG
Snelling	trash	TLG
Victoria	litter	TLG
Victoria	litter	TLG
West Bank	dirty sidewalks (especially Cedar Av.. merchants do not clean their sidewalks	TLG
Western	trash	TLG
Western	trash (liquor bottles)	TLG
Western	litter	TLG
Western	some litter and noise at highway	TLG
Western	litter, broken glass, lack of white lines at intersections.	TLG
Westgate	trash and landscape rocks on SuperAmerica sidewalk	TLG
Westgate	near the construction sites and local businesses like Super America and Wells Fargo, there was much trash	TLG

Trees

29

Dale	no trees for shade on Dale	TR
Dale	lack of shade	TR
Dale	no trees to shade sidewalks	TR
Downtown	not enough trees	TR
Downtown	no shade	TR
Downtown	no shade	TR
Downtown	no trees	TR
Downtown	lack of shade trees north of 7th on Cedar / hot walk	TR
Downtown	need more trees too hot with the sun (10th & St Peter area)	TR
Downtown	not enough trees	TR
Downtown	no street trees	TR
Downtown	no trees	TR
Downtown	more trees and rest stops by 10th	TR
Downtown	no trees, plants etc.	TR
Downtown	not many shade trees in some areas	TR
Hamline	no shade trees on University between Hamline & Albert	TR
Hamline	no shade or benches	TR

Hamline	shade isn't great in the summer	TR
Lexington	there was less shade on hot days	TR
Prospect Prk	need more trees	TR
Prospect Prk	no trees on boulevard beside M-Flats.	TR
Prospect Prk	no trees or grass on north side of University between Malcolm and 29th	TR
Prospect Prk	too many trees	TR
West Bank	lack of trees to shade walkers	TR
West Bank	very hot - no shade	TR
Western	not enough shade	TR
Westgate	no trees for shade!	TR
Westgate	no shade for most of Emerald between Orlin and University and on University to Berry	TLG
Westgate	University Av has no trees, sidewalk narrow, no bikes can ride on street so they ride on sidewalk	TLG

Need Benches or Resting Place

20

Dale	nowhere to rest	BCH
Dale	no place to sit and wait for bus	BCH
Downtown	no bench	BCH
Downtown	no resting areas	BCH
Downtown	no place to sit	BCH
Downtown	no benches	BCH
Fairview	few benches	BCH
Lexington	no benches	BCH
Lexington	no places to sit	BCH
Lexington	nowhere to sit and rest	BCH
Lexington	no place to sit down	BCH
Lexington	no place to rest	BCH
Lexington	no places to sit down	BCH
Snelling	a long way between the benches and trash cans (north of I-94)	BCH
Victoria	no benches	BCH
Victoria	no place to rest (benches)	BCH
Victoria	no places to sit and rest	BCH
Victoria	only one place to sit - in front of funeral home at Concordia & Victoria	BCH
Victoria	no benches	BCH
West Bank	no place to stop and rest	BCH

Overgrown Shrubbery or Plantings

12

Dale	overgrown shrubbery	OG
Lexington	landscaping encroaching-overhanging trees, rock mulch and sand spilling on walk	OG
Prospect Prk	gardens overlapping sidewalk	OG
Prospect Prk	overgrown plants blocking sidewalk	OG
Prospect Prk	uneven, overgrown vegetation on sidewalks or mud/snow	OG
Raymond	trees overhanging sidewalk so you have to duck	OG
Raymond	low branches over sidewalks	OG
Raymond	overgrown hedges along property lines / sidewalks	OG

Victoria	trees with low branches	OG
Victoria	bushes overgrown into sidewalks	OG
Westgate	overgrown bushes on old battered narrow sidewalks	OG
Westgate	occasional bushes impinging on sidewalks	OG

No Green Space
11

Downtown	no green space	G
Downtown	could use better landscaping, trees, grass, hanging baskets	G
Downtown	all concrete	G
Downtown	little landscaping	G
Downtown	no green space	G
Downtown	very stark	G
Raymond	weedy lots	G
Snelling	fence around Hamline Park	G
West Bank	ugly berms that need to blend more into the surroundings	G
Westgate	maintenance of tall grass/weeds	G

Buildings
9

Downtown	walls act as barriers	BD
Downtown	blank, uninviting, non-street friendly, sterile buildings	BD
Fairview	industrial look and feel	BD
Lexington	chain link fences up to sidewalk	BD
Lexington	abandoned houses	BD
Lexington	vacant houses	BD
Raymond	Industrial environment	BD
Raymond	lots of industry and trash along the Pelham route from St. Anthony to University	BD
Victoria	CarX lot is fairly ugly	BD

Street Conditions
2

Downtown	broken up road	ST
	pts	ST

Corridor-wide Traffic and Personal Security Assets		46	Total
Traffic and Personal Security — Major Categories			% of All Comments
	Feels Safe	21	46%
	Friendly Traffic	15	33%
	Lighting	4	9%
	Low Traffic Volume and Friendly Drivers	3	7%
	Easy to Cross Street	2	4%
	Bicycle Friendly	1	2%
Total		46	
Feels Safe		21	
Dale	feel safe/surrounded by apartments		S H
Dale	that I felt safe the whole time		S
Downtown	felt safe		S
Downtown	safe environment		S
Downtown	safe for most part		S
Downtown	felt safe		S
Downtown	safety		S
Downtown	safety		S
Downtown	feel safe from physical harm		S
Downtown	I feel safe walking around St Paul in this neighborhood		S
Fairview	I made it without incident		S?
Fairview	general feeling of safety in neighborhood		SL
Lexington	felt safer as there were many people around		S
Lexington	safe walk		S
Lexington	felt safe		S
Lexington	nice and wide boulevard separating sidewalk from street where cars drive		S
Prospect Prk	safe		S
Prospect Prk	peaceful		S
Raymond	safe bus stops		S
Western	sidewalks felt safe		S
Westgate	mostly open sight lines (safety)		S
Friendly Traffic — Low Volume and Speed		15	
Downtown	cars were at a good speed		T
Downtown	traffic obeyed signals		T
Downtown	wasn't crossing busy streets		T
Lexington	traffic went at a reasonable speed		T
Lexington	clear view of approaching cars		T
Lexington	not much traffic - (late Sunday afternoon - so-so weather)		T
Prospect Prk	little traffic		T

Prospect Prk	low vehicular traffic	T
Prospect Prk	light traffic / easy to bike	T
Raymond	not as high traffic as some other areas	T
Raymond	because it was Sunday traffic was light	T
Victoria	low traffic	T
West Bank	few cars on roads & University is closed off by the station	T
Western	little traffic	T
Western	not a lot of traffic	T

Lighting

4

Downtown	lights at 6th St Alliance building much better	L
Downtown	stop lights	L
Prospect Prk	street lights	L
Westgate	new lighting	L

Minimal Traffic and Friendly Drivers

3

Dale	not to much traffic	T	NSP
Downtown	a lot of cars yield	T	NSP
Snelling	the cars stopped and waved me over the street at the stop sign	T	NSP

Easy to Cross Street

2

Dale	crosswalks clearly identified and cars stopped	CS	ST, NSP
Downtown	street easy to cross	CS	

Bicycle Friendly

1

Dale	one bike rack for bike parking accessible from sidewalk	BK
------	---	----

Corridor-wide Traffic and Personal Security Concerns		177	Total	
Traffic and Personal Security — Major Categories			% of All Comments	
	Traffic	95	54%	
	Lighting	31	18%	
	Bike	20	11%	
	Feels unsafe	17	10%	
	Crossing Street	9	5%	
	OB	3	2%	
	Sidewalk	2	1%	
Total		177		
Fast moving traffic		45		
Dale	speeding and careless driving, no regard for peds, especially at 94		T	TF
Dale	traffic coming off freeway too fast		T	TF
Downtown	if traffic was actually in the middle, I would be a little worried about the cars / traffic goes a little to fast		T	TF
Downtown	too many cars driving fast by Wabasha & 10th		T	TF
Fairview	aggressive drivers		T	TF
Fairview	some speeding cars on Thomas and Wheeler.		T	TF
Fairview	fast traffic on Fairview especially coming up hill to Marshall Ave		T	TF
Fairview	fast traffic on Fairview		T	TF
Fairview	having to walk along busy Fairview		T	TF
Fairview	intersection of Thomas and Wheeler - crazy busy, hard to see oncoming traffic		T	TF
Fairview	roaring traffic		TLG	TF
Hamline	cars driving too quickly		T	TF
Hamline	speeding cars		T	TF
Hamline	traffic from speeding cars		T	TF
Hamline	crazed drivers of cars		T	TF
Hamline	vehicles travel >30 MPH		T	TF
Hamline	cars moving too fast, do not watch for pedestrians		T	TF
Hamline	at times Hamline Ave traffic is too fast		T	TF
Prospect	some traffic too fast in Prospect Prk, some "Y" intersections have no stop signs		T	TF
Prospect	cars (speed and not stopping)		T	TF,NSF
Prospect	a lot of car traffic		T	TF
Raymond	trucks - noisy and too fast -- can't they use 280?		T	TF
Raymond	cars speed on Raymond		T	TF
Raymond	fast moving traffic with blind spots/limited visibility		T	TF
Raymond	speed of traffic		T	TF
Raymond	fast traffic		T	TF
Raymond	it's a busy street, so need to be alert		T	TF
Raymond	too many cars driving fast		T	TF

Snelling	heedless drivers of vehicles	T	TF
Snelling	cars going too fast	T	TF
Snelling	traffic speeding along whenever possible; we could use some kind of traffic calming strategies	T	TF, NSP
Snelling	cars driving too fast and never stopping at crosswalks	T	TF, NSP
Snelling	vehicles running RED (not yellow) lights!	T	TF
Snelling	impatient drivers	T	TF
Snelling	heavy, heavy traffic competing to get through the intersections	T	TF
Victoria	fast & heedless traffic on I-94 frontage roads	T	TF
Victoria	fast traffic	T	TF
Victoria	cars traveling too fast in streets	T	TF
Victoria	speeding drivers	T	TF
Victoria	cars entering and exiting Model Cities parking lot too fast, without looking	T	TF
West Bank	too much traffic moving fast -- lots of cars	T	TF
West Bank	safety, cars driving fast	T	TF
West Bank	car traffic in a hurry	T	TF
West Bank	fast moving car traffic	T	TF
Western	cars going too fast near intersections Minnehaha & Thomas & Western	T	TF

Poor Lighting

31

Dale	lights	L
Dale	lighting	L
Dale	lighting	L
Dale	lighting - especially at night	L
Dale	more lighting	L
Downtown	more street lights on 10th	L
Downtown	could have more lighting	L
Downtown	poor lighting	L
Downtown	lack of lighting but keep it in line with old town feel	L
Downtown	more lighting	L
Fairview	lighting	L
Fairview	dark at night	L
Fairview	poor lighting at night combined w/isolated industrial spaces did not make me feel safe	L & S
Hamline	limited lighting over Ayd Mill	L
Hamline	no lights	L
Hamline	lights & activity at night	L & H
Hamline	there isn't enough stop signs & lights; darkness makes it unsafe for pedestrians and residences as well	L & T
Lexington	light @ Lexington & Marshall too short to cross	L
Lexington	street lights are not allowing enough time to walk across the streets	L
Lexington	lighting at night	L
Raymond	poor lighting	L

Raymond	poor night lighting (safety concern)	L
Raymond	lighting under bridges (UM Transitway and RR Trestle on Raymond)	L
Victoria	dark at night	L
Victoria	scary at night- no lights	L
West Bank	lighting not always good	L
West Bank	lack of infrastructure (lights, sidewalks, etc.)	L & SW
Western	lighting	L
Western	Poor pedestrian level lighting at night.	L
Westgate	lights sometimes out on Metro Lofts	L
Westgate	not enough lighting	L

Drivers not stopping for pedestrians

29

Capitol/Rice	cars turning into the crosswalk	T	NSP
Capitol/Rice	felt unsafe crossing at Como Ave. & Pennsylvania Ave.	T	NSP
Capitol/Rice	dangerous crossings on Marion	T	NSP
Dale	cars do not respect walkers	T	NSP
Dale	cars turn while you are trying to cross	T	NSP
Dale	sometimes car turns when walk light is on	T	NSP
Downtown	cars cutting off pedestrians	T	NSP
Downtown	crossing Shepard - cars rarely yield even if I have walk signal	T	NSP
Downtown	watching out for cars	T	NSP
Downtown	exit ramp from freeway onto Wabasha - lots of cars turning	T	NSP
Fairview	careless drivers	T	NSP
Fairview	crossing Prior Ave. and sometimes Cleveland	T	NSP
Hamline	traffic going in and out of Target (West side of lot)	T	NSP
Hamline	cars rolling through stop signs	T	NSP
Hamline	crossing Selby at Syndicate is a bit of a "make a break for it" scene	T	NSP
Hamline	gas station @ University & Hamline	T	NSP
Prospect	traffic coming too quickly in and out of Super America gas station	T	NSP
Raymond	behavior of people in cars	T	NSP
Raymond	hard to cross busy roads	T	NSP
Raymond	cars don't stop for pedestrians	T	NSP
Raymond	cars not stopping for pedestrians in crosswalk	T	NSP
Raymond	traffic not yielding at crosswalks	T	NSP
Robert	crossing Charles & Capitol Heights may be challenging	T	
Snelling	crossing @ Snelling @ Midway Center not safe & used for bus transfers	T	NSP
Snelling	cars not yielding to pedestrians	TLG	NSP
Snelling	cars failing to yield to red light & speeders	T	NSP
Victoria	aggressive drivers	T	NSP
Western	drivers not always stopping completely at stop signs	T	NSP
Westgate	hard to cross University at Bedford; cars on Bedford are confused by the offset street and do not yield	T	NSP

Too much traffic		20
Dale	too much traffic	T
Dale	traffic was very bad	T
Dale	felt unsafe crossing the street due to heavy traffic	T
Downtown	lots of traffic	T
Downtown	smelly with car fumes	T
Downtown	traffic	T
Downtown	busy streets	T
Downtown	downtown St Paul is made for cars, not peds	T
Downtown	traffic	T
Fairview	unthinking drivers	T
Hamline	sidewalks too close to traffic	T
Lexington	too much traffic	T
Lexington	hard time crossing streets due to traffic	T
Lexington	speeding cars	T
Lexington	speeding cars	T
Lexington	too many cars	T
Lexington	traffic	T & S
Prospect	heavy truck traffic on Malcolm makes crossing this intersection unsafe	T & S
Raymond	hard to see around some corners	T,S
West Bank	bad drivers	T
Bicyclists		20
Downtown	bicyclists on sidewalks on Wabasha & 10th St	BK
Downtown	no bike lanes	BK
Downtown	no bike lanes	BK
Downtown	no bike lanes - bikes on sidewalks	BK
Downtown	no bike lanes	BK
Downtown	lack of bike paths	BK
Downtown	no bike lanes	BK
Downtown	bicycles unsure of where to be, cars unsure of how to accommodate	BK
Fairview	limited bike lanes (Fairview, St. Anthony)	BK
Hamline	bikes locked to trees and blocking sidewalk (no bike prkg racks)	BK
Lexington	bike encounters uncomfortable, since they can't ride on the street	BK
Lexington	no bike lanes on Lexington on boulevard	BK
Prospect	a lot of bikes -- just have to pay attention all the time	BK
Snelling	narrow sidewalks with rude bicyclist on it (Spruce Tree Center)	BK
Snelling	bikes who act as if pedestrians are in their way, even though they use the sidewalk rather than the street	BK
Victoria	cyclists riding on sidewalks.	BK
Victoria	cyclists riding on sidewalks.	BK
Victoria	lack of bicycle facilities	BK
Victoria	not many bike lanes	BK
West Bank	bicyclists on sidewalks	BK

Feel unsafe		17	
Dale	safety	S	
Downtown	sketchy areas	S	
Downtown	area around Super America at night	S	
Downtown	lack of people and cafes - makes area seem dangerous	S,SL	
Fairview	unsafe feeling beneath 94 on Fairview Ave.	S	OB
Fairview	undefined, spotty sidewalks in more industrial areas where truck drivers might not expect peds made me nervous	S	
Fairview	clearly not designed for pedestrians or bicycles	S	
Fairview	walking under freeway	S	OB
Fairview	street from Shields to Fairview seems desolate, scary at night	S & L	
Hamline	it's not safe to walk at night time for Skyline residents to station or take ride to bus or train	S & L	
Lexington	not safe for a disabled person / the elderly	S	
Lexington	sketchy area	S	
Lexington	one little rabid dog?	S	
Prospect	unkempt areas feel unsafe	S	
Raymond	creepy environment	S	
Raymond	scary Pelham bridge	S	
Raymond	no separation from traffic for walkers	S & T	TF
Crossing Streets		10	
Dale	safety crossing the street	CS	
Dale	walk lights change too quickly	CS	SIG
Dale	felt unsafe crossing the street due to lights changing too fast	CS	SIG
Dale	crossing street	CS	
Dale	crossing streets was horrendous	CS	
Dale	dangerous intersections	CS	
Dale	kids crossed in the middle of the street	CS	
Downtown	not enough time to cross streets	CS	SIG
Raymond	big distance to cross at Raymond and Bradford	CS	
Raymond	structurally unsafe crossings/intersections	CS	
Overpasses or Bridges		3	
Dale	crossing over I-94	OB	
Fairview	getting across 94 especially in winter	OB	
Fairview	fence on Prior Ave overpass / 94 is cut dangerously low	OB	
Sidewalk Conditions		2	
Dale	no clear demarcation between sidewalks and streets (like a boulevard)	SW	
Raymond	poorly designed sidewalk	SW	

Appendix B

Asset & Concern Comments by Station Area

Survey Comments Categorization and Code Key

Major Category	Code	Sub-category 1	Code	Sub-category 2	Code
Accessibility	A				
		Crossing Streets	CS		
			CS	Signalization	SIG
			CS	Striping	ST
			CS	Width	W
		Curb ramps	CR		
		Sidewalks	SW		
			SW	Missing/Network/Continuity	MNC
			SW	Width	W
		Snow removal	SR		
		Transit	TS		
		Other	O		
Physical Environment	PE				
		Benches	BCH		
		Buildings	BD		
			BD	Vacant	V
		Cleanliness/ Trash/Litter/Graffiti	TLG		
		Convenience / Proximity	CP		
		Green Space	G		
			G	Gardens	GAR
		Overgrown	OG		
		Public Art	PA		
		Sidewalks	SW		
			SW	Broken or uneven	BU
			SW	Missing	M
		Streets	ST		
		Trees	TR		
		Other	O		
Pedestrian Experience	EX				
		Quiet/Noise level/Noisy	QN		
		Signage	SGN		
		Street life	SL		
			SL	Human Activity	H
			SL	Business and Storefronts	BSF
		Views / Urban Design	VUB		
Traffic and Personal Safety	TPS				
		Bikes on sidewalks	BK		
		Feels Safe/Unsafe	S		
		Lighting	L		
		Overpass/Bridges	OB		
		Traffic	T		
			T	Too Fast	TF
			T	Pedestrians	NSP
		Other	O		
Not Applicable	NA				

Capitol/Rice Street Station Asset and Concern Comments

Capitol/Rice Street Assets

Total Applicable Comments				6
Accessibility				
the buses come frequently	A	TS		
Sub-total				1
Pedestrian Experience				
good walking partner	EX	SL	H	
looking at the contrast of architecture and building types	EX	VUB	D	B
Capitol area visually appealing/pleasant	EX	VUB		
Sub-total				3
Physical Environment				
it's a short distance from home	PE	CP		
sculpture park	PE	PA		
Sub-total				2
Not Applicable				
nice day	NA			
beautiful day	NA			
Total				2

Capitol/Rice Street Concerns

Total Applicable Comments				8
Accessibility				
no shelter	A	TS		
Sub-total				1
Pedestrian Experience				
strangers loitering	EX	SL	H	
Sub-total				1
Physical Environment				
bad sidewalk	PE	SW		
bad sidewalks	PE	SW		
lots of cracked sidewalks, steep inclines, some narrow sidewalks	PE,A	SW		
Sub-total				3
Traffic and Personal Security				
cars turning into the crosswalk	TPS	T	NSP	
felt unsafe crossing at Como Ave. & Pennsylvania Ave.	TPS	T	NSP	
dangerous crossings on Marion	TPS	T	NSP	
Sub-total				3

Dale Street Station Asset and Concern Comments

Dale Street Station Area Assets

Total 29		
Pedestrian Experience		
areas where the storefronts were next to the sidewalk	EX	BSF
nice people	EX	SL
people on the walk	EX	SL
the people	EX	SL
the people with me	EX	SL
neighbors out in their yards	EX	SL
the company	EX	SL
people	EX	SL
seeing the neighborhood busy	EX	SL
looking around the neighborhood - kids, trees, etc.	EX	SL,TR
the scenery of the community	EX	VUB
Sub-total		11
Physical Environment		
close to shops	PE	CP
It's fairly close to our house.	PE	CP
accessible	PE	CP
wide boulevard between sidewalk and street	PE	SW
streets level	PE	SW
clean	PE	TLG
somewhat clean	PE	TLG
large shade trees	PE	TR
shade trees on Sherburne	PE	TR
back roads had large trees for shade	PE	TR
shade trees	PE	TR
nice shaded trees	PE	TR
Trees	PE	TR
Sub-total		13
Traffic and Personal Security		
one bike rack for bike parking accessible from sidewalk	TPS	BK
street easy to cross	TPS	CS
felt safer as there were many people around	TPS	S
felt safe	TPS	S
cars were at a good speed	TPS	T
Sub-total		5
Not Applicable		
it was a beautiful sunny day.	NA	
it's free - doesn't \$ cost	NA	
not much	NA	
the weather	NA	
weather	NA	
weather	NA	
the early part of the evening	NA	
no snow	NA	
seeing the progress on light rail	NA	
pleasant walking	NA	
just getting out	NA	
Total		11

Dale Street Station Area Concerns

	Total		51
Accessibility			
narrow and non-existent walkways	A	SW	W
sidewalks too narrow	A	SW	W
Sub-total		2	
Pedestrian Experience			
noisy	EX	QN	
noise from traffic	EX	QN	
within the few blocks, I saw a person holding a sign asking for money and 2 blocks later, I was asked for money by a passing stranger	EX	SL	H
gang's hang out	EX	SL	H
void space (parking lots, wide streets)	EX	VUB	
Sub-total		5	
Physical Environment			
nowhere to rest	PE	BCH	
no place to sit and wait for bus	PE	BCH	
overgrown shrubbery	PE	OG	
uneven and cracked sidewalks	PE	SW	BU
uneven sidewalks	PE	SW	BU
uneven pavement	PE	SW	BU
cracked and uneven sidewalks / craters in sidewalks	PE	SW	BU
sidewalk is in bad need of repair	PE	SW	BU
holes or gaps in sidewalks	PE	SW	BU
sidewalks broken	PE	SW	BU
no bike amenities	PE	SW	BU
erosion on sidewalks	PE	SW	BU
sidewalks	PE	SW	
sidewalks	PE	SW	
garbage	PE	TLG	
litter	PE	TLG	
trash was too heavy in the area	PE	TLG	
litter	PE	TLG	
no trees for shade on Dale	PE	TR	
lack of shade	PE	TR	
no trees to shade sidewalks	PE	TR	
Sub-total		21	
Traffic and Personal Security			
safety crossing the street	TPS	CS	S
walk lights change too quickly	TPS	CS	SIG
felt unsafe crossing the street due to lights changing too fast	TPS	CS	SIG
crossing street	TPS	CS	
crossing streets was horrendous	TPS	CS	
dangerous intersections	TPS	CS	
kids crossed in the middle of the street	TPS	CS	
lights	TPS	L	
lighting	TPS	L	
lighting	TPS	L	
lighting - especially at night	TPS	L	
more lighting	TPS	L	
crossing over I-94	TPS	OB	
safety	TPS	S	
no clear demarcation between sidewalks and streets (like a boulevard)	TPS	SW	
cars do not respect walkers	TPS	T	NSP
cars turn while you are trying to cross	TPS	T	NSP
sometimes car turns when walk light is on	TPS	T	NSP
speeding and careless driving, no regard for peds, especially at 94	TPS	T	TF
traffic coming off freeway too fast	TPS	T	TF
too much traffic	TPS	T	
traffic was very bad	TPS	T	
felt unsafe crossing the street due to heavy traffic	TPS	T,S	
Sub-total		23	
Not Applicable			
construction was blocking parts of the sidewalks	NA		
construction a mess	NA		
bike lanes not road signs	NA		
Total		3	

Downtown Stations Asset and Concern Comments: Union Depot, Central, 10th St.

Downtown Stations Area Assets

	Total 139		
Accessibility			
generally enough time to cross streets	A	CS	SIG
walk signals have countdowns	A	CS	SIG
well-marked cross walks	A	CS	ST
sidewalks the whole route	A	SW	MNC
large sidewalks	A	SW	W
sidewalks were wide	A	SW	W
wide sidewalks	A	SW	W
wide sidewalks in some areas	A	SW	W
wide sidewalks	A	SW	W
fairly wide sidewalks	A	SW	W
nice wide sidewalks in some areas	A	SW	W
wide sidewalk	A	SW	W
the sidewalks were clean and wide where there were sidewalks	A	SW	W,TLG

Sub-Total 13

Pedestrian Experience

tolling bells	EX	QN	
locations	EX	SL	BSF
market near theaters & Meritage & St Peter St	EX	SL	BSF
sidewalk cafe seating	EX	SL	BSF
cafes - connections to different businesses	EX	SL	BSF
storefronts at 5th at Wabasha	EX	SL	BSF
friends	EX	SL	H
my friends	EX	SL	H
around Mears busy and bustling	EX	SL	H
for a Sunday afternoon - a fair number of peds downtown	EX	SL	H
lots of people	EX	SL	H
friendly people	EX	SL	H
people out enjoying the day	EX	SL	H
people out enjoying the day	EX	SL	H
area near Farmers Market / Union Depot	EX	SL	H
people out walking	EX	SL	H
meeting residents excited about growth of Lowertown	EX	SL	H
human presence, activity	EX	SL	H
interactions with people	EX	SL	H
Exchange Street was a pleasant walk	EX	VUB	
nicer part of downtown Saint Paul	EX	VUB	
scenery	EX	VUB	
some scenic views	EX	VUB	
view corridor from light rail station on to St Paul hotel	EX	VUB	
mostly nice area	EX	VUB	
views around Capitol grounds	EX	VUB	
Union Station area	EX	VUB	
seeing downtown from a close perspective	EX	VUB	
beautiful views of the city & capitol	EX	VUB	
it was great to walk on the street versus the skyways	EX	VUB	
St Paul streets still feel quaint - keep that atmosphere!	EX	VUB	
nice part of downtown St Paul	EX	VUB	
feels like a city	EX	VUB	
was not Detroit	EX	VUB	
view up Cedar St	EX	VUB	
envisioning what a welcome transformation could provide a			
sometimes grim downtown	EX	VUB	

Sub-Total 36

Physical Environment

places to rest - public spaces to have lunch outside	PE	BCH,G	
churches	PE	BD	
churches on Cedar	PE	BD	
Fitzgerald Theater	PE	BD	
historic buildings and landmarks of St Paul	PE	BD	
two nice churches with bells	PE	BD	
beautiful historic buildings	PE	BD	
Union Depot Station	PE	BD	
old beautiful buildings	PE	BD	
nice buildings	PE	BD	
nice buildings: churches, MPR, McNally-Smith, Science Museum	PE	BD	
some historic buildings along 4th st	PE	BD	
historic architecture	PE	BD	
Fitzgerald Theater is nice	PE	BD	
interesting buildings	PE	BD	
Fitzgerald Theater is very nice to view	PE	BD	
the older buildings - a lot of history in the area	PE	BD	
view of Capitol	PE	BD	
accessible	PE	CAP	
distance	PE	CAP	
location	PE	CP	
proximity	PE	CP	
short distance	PE	CP	
short walks	PE	CP	
short length	PE	CP	
convenient	PE	CP	

Downtown Stations Area Concerns

	Total 127		
Accessibility			
ramps with diagonal orientation into intersection are bad	A	CR	
crossing Kellogg - light is too short for crossing.	A	CS	SIG
Wall & 7th no walk signal across street	A	CS	SIG
long wait to cross Wabasha at 7th Pl	A	CS	SIG
unmarked / poorly marked crosswalks	A	CS	ST
Broadway & Prince intersection is confusing for cars and peds	A	CS	ST,SGN
not enough places to safely cross street	A	CS	ST,SGN
bad crosswalk at 7th & Cedar	A	CS	
crossing streets	A	CS	
unclear walking paths	A	SW	MNC
narrow sidewalks	A	SW	W
sidewalk problems for ADA - wheel chairs	A	SW	W
narrow sidewalks near Central Presbyterian, even w/o construction fence	A	SW	W
narrow path in places, no good access from Wabasha to Cedar	A	SW	W
sidewalks too narrow	A	SW	W
lack of transit signs	A	TS	SGN
crowding around bus stop @ Wabasha & 6th	A	TS	

Sub-Total 17

Pedestrian Experience

hard to talk w/noise of traffic	EX	QN	
noisy traffic on Wabasha north of 7th	EX	QN	
noise	EX	QN	
no storefront activity	EX	SL	BSF
businesses not accessible from street, only skyways	EX	SL	BSF
vacant storefronts, empty businesses and buildings	EX	SL	BSF
no amenities to make it walkable	EX	SL	BSF
no pleasant "distractions"	EX	SL	BSF,G
bum asked me for money on 10th & Cedar	EX	SL	H
people asking for money	EX	SL	H
couple places without street signs (e.g. 6th & Minnesota)	EX	SGN	
signage	EX	SGN	
not enough street signs or directions to particular venues	EX	SGN	
no way-finding signage (to hospital, to landmarks, etc)	EX	SGN	
no signs to indicate how to get to the hospital and other places like the			
Fitzgerald, Children's Museum, Macy's, etc	EX	SGN	
street signage directions	EX	SGN	
better signage about neighborhood, nearby locations	EX	SGN	
not attractive sidewalk atmosphere	EX	VUB	
narrow streetways	EX	VUB	
the climb up cedar - steep and rugged	EX	VUB	
ugly parking lot thing is a mess @ 9th St & Minnesota -- yucky cyclone fencing	EX	VUB	
run down parking lot up at 7th	EX	VUB	

Sub-Total 22

Physical Environment

no benches	PE	BCH	
no resting areas	PE	BCH	
no place to sit	PE	BCH	
no benches	PE	BCH	
walls act as barriers	PE	BD	
blank, uninviting, non-street friendly, sterile buildings	PE	BD	
no green space	PE	G	
could use better landscaping, trees, grass, hanging baskets	PE	G	
all concrete	PE	G	
little landscaping	PE	G	
no green space	PE	G	
very stark	PE	G,BSF	
broken up road	PE	ST	
sidewalks in disrepair, cracked	PE	SW	BU
bad sidewalks	PE	SW	BU
some cracked sidewalks	PE	SW	BU
cracked walk on Wabasha	PE	SW	BU
bad sidewalks in many places	PE	SW	BU
broken sidewalks	PE	SW	BU
sidewalk in poor condition	PE	SW	BU
sidewalks	PE	SW	BU
rough sidewalks	PE	SW	BU
poor sidewalks	PE	SW	BU
cracked, uneven pavement	PE	SW	BU
much of 6th poorly maintained / patched sidewalk	PE	SW	BU
cracked sidewalks	PE	SW	BU
broken up sidewalk	PE	SW	BU
cracked sidewalks	PE	SW	BU
better / newer sidewalks	PE	SW	BU
patched sidewalks - poorly done	PE	SW	BU
bad sidewalks/curb cuts as noted	PE	SW	BU,CR
cracking pavers and litter	PE	SW	BU,TLG
crumbling / uneven / narrow sidewalks	PE	SW	BU,W
missing sidewalk	PE	SW	M
sidewalks with lateral grade felt unsafe	PE	SW	S
sidewalks	PE	SW	
dirty bus stop on wabasha	PE	TLG	

Downtown Station Areas cont'd.

Assets

only one road to cross	PE	CP	
easy access	PE	CP	
easy to find	PE	CP	
location - very close to museum	PE	CP	
location	PE	CP	
easy walk	PE	CP	
convenient locations of LRT stations	PE	CP	
short, nice weather	PE	CP	
distance	PE	CP	
a couple nice green-space areas - by churches on Cedar, McNally			
Music School	PE	G	
grass	PE	G	
McNally - Smith - grass	PE	G	
Rice Park	PE	G	
childrens' playground	PE	G	
green spaces	PE	G	
passed some flowering bushes	PE	G	
greenspace at Cedar & 7th	PE	G	
open paths around Cedar and 10th street stop	PE	G	
plaza at 540 Cedar, where station will be	PE	G	
Mears Park itself, nice green space	PE	G	
green park	PE	G	
green space	PE	G	
flowers and trees	PE	G,TR	
Flint Hills Art along the street	PE	PA	
Tacumba's kid art mural	PE	PA	
like the artwork / art work at stations	PE	PA	
stained glass at LRT station	PE	PA	
no crowds	PE	SL	H
see all sorts of people outside	PE	SL	H
sidewalks along path	PE	SW	
smooth walking surfaces for the most part	PE	SW	
good sidewalks / scenery	PE	SW,G	
fairly clean city	PE	TLG	
cleanliness	PE	TLG	
boulevards with trees	PE	TR	
trees on Exchange	PE	TR	
trees on Wabasha	PE	TR	
trees on Wabasha	PE	TR	
trees on Wabasha for shade	PE	TR	
trees when there were some	PE	TR	
ample shade trees in some areas	PE	TR	
patches of trees	PE	TR	
trees	PE	TR	
trees, etc. makes for a pleasant walk	PE	TR	
trees / park near McNally (on Exchange)	PE	TR,G	
trees and campus of McNally Smith	PE	TR,G	
trees - connections with nature	PE	TR,G	
trees and lights on Exchange by Fitz theater	PE	TR,L	
access to platform	PE	TS	
Sub-Total	75		
Traffic and Personal Security			
crosswalks clearly identified and cars stopped	TPS	CS	ST, NSP
lights at 6th St Alliance building much better	TPS	L	
stop lights	TPS	L	
safe environment	TPS	S	
safe for most part	TPS	S	
felt safe	TPS	S	
safety	TPS	S	
Safety	TPS	S	
feel safe from physical harm	TPS	S	
I feel safe walking around St Paul in this neighborhood	TPS	S	
sidewalks felt safe	TPS	S	
traffic obeyed signals	TPS	T	NSP
not too much traffic	TPS	T	
wasn't crossing busy streets	TPS	T	
little traffic	TPS	T	
Sub-Total	15		
Not Applicable			
anticipation of light rail	NA		
area around 10th St station	NA		
beautiful day	NA		
beautiful weather	NA		
good weather	NA		
nothing	NA		
outdoor fresh air, exercise	NA		
sun / weather	NA		
sunny day	NA		
the weather	NA		
the weather was nice	NA		
weather	NA		
beautiful weather	NA		
sunshine / great weather	NA		
sun	NA		
exercise	NA		
the sunshine	NA		
beautiful weather	NA		
I was not inside	NA		
birds	NA		
Total	20		

Concerns

dirty	PE	TLG	
trash	PE	TLG	
some litter	PE	TLG	
dirty diaper discarded on sidewalks	PE	TLG	
dirty sidewalk by the Fitz	PE	TLG	
litter	PE	TLG	
garbage	PE	TLG	
dirty	PE	TLG	
dirty, un-maintained sidewalks and terrible street presence on Cedar	PE	TLG,SW	BU
not many shade trees in some areas	EX	TR	
not enough trees	PE	TR	
no shade	PE	TR	
no shade	PE	TR	
no trees	PE	TR	
lack of shade trees north of 7th on Cedar / hot walk	PE	TR	
need more trees too hot with the sun (10th & St Peter area)	PE	TR	
not enough trees	PE	TR	
no street trees	PE	TR	
no trees	PE	TR	
more trees and rest stops by 10th	PE	TR,BCH	
no trees, plants etc	PE	TR,TLG	
grungy or no bus stops / shelters	PE	TS	
	59		
Traffic and Personal Security			
bicyclists on sidewalks on Wabasha & 10th St	TPS	BK	
no bike lanes	TPS	BK	
no bike lanes	TPS	BK	
no bike lanes - bikes on sidewalks	TPS	BK	
no bike lanes	TPS	BK	
lack of bike paths	TPS	BK	
no bike lanes	TPS	BK	
bicycles unsure of where to be, cars unsure of how to accomodate	TPS	BK	
more street lights on 10th	TPS	L	
could have more lighting	TPS	L	
poor lighting	TPS	L	
lack of lighting but keep it in line with old town feel	TPS	L	
more lighting	TPS	L	
sketchy areas	TPS	S	
area around Super America at night	TPS	S	
lack of people and cafes - makes area seem dangerous	TPS	S,SL	H,BSF
cars cutting off pedestrians	TPS	T	NSP
crossing Shepard - cars rarely yield even if I have walk signal	TPS	T	NSP
watching out for cars	TPS	T	NSP
exit ramp from freeway on Wabasha - lots of cars turning	TPS	T	NSP
not enough time to cross streets	TPS	T	SIG
if traffic was actually in the middle, I would be a little worried about the cars / traffic goes a little too fast	TPS	T	TF
too many cars driving fast by Wabasha & 10th	TPS	T	TF
lots of traffic	TPS	T	
smelly with car fumes	TPS	T	
traffic	TPS	T	
busy steets	TPS	T	
downtown St Paul is made for cars, not peds	TPS	T	
traffic	TPS	T	
Sub-Total	29		
Not Applicable			
LRT construction	NA		
construction obstacles	NA		
construction	NA		
construction	NA		
difficulty getting across Cedar / detours	NA		
construction	NA		
construction	NA		
construction obstacles	NA		
busy	NA		
construction debris	NA		
w/construction - hard to pass people	NA		
construction	NA		
Total	12		

Fairview Avenue Station Asset and Concern Comments

Fairview Avenue Station Area Assets

	Total	35		
Accessibility				
long crosswalk times	A	CS	SIG	
amount of time on crosswalk on University	A	CS	SIG	
sidewalk coverage about 80%	A	SW	MNC	
shallow steps up from Fairview to Carroll on west side; I didn't know they were there	A	SW		
Sub-total	4			
Pedestrian Experience				
quiet	EX	QN		
friendly pedestrians and bus driver	EX	SL	H	
no biting dogs	EX	SL	H	
walking and talking with friend	EX	SL	H	
seeing neighbors	EX	SL	H	
neighborhood on Iglehart	EX	VUB		
nice neighborhood	EX	VUB		
winding streets and trees in Iris Park	EX	VUB		
I notice things on a walk that I might not notice otherwise, so it makes me feel more connected to the neighborhood	EX	VUB		
seeing more of my neighborhood	EX	VUB		
Sub-total	10			
Physical Environment				
housing interesting	PE	BD		
variety of houses	PE	BD		
passing houses	PE	BD		
short enough to make using public transit practical	PE	CP		
attractive yards to look at	PE	G	GAR	
passing gardens	PE	G	GAR	
flowers	PE	G	GAR	
fresh air, clean sidewalks	PE	SW	TLG	
sidewalks available almost everywhere	PE	SW		
sidewalks in good shape, mostly	PE	SW		
good walk path until University Avenue	PE	SW		
sidewalks	PE	SW		
sidewalks in residential street locations with boulevards	PE	SW		
shady pleasant streets, mostly	PE	TR		
nice trees in yards	PE	TR		
shade trees	PE	TR		
trees	PE	TR		
trees along the streets with houses	PE	TR		
walk through the Wheeler-Shields neighborhood because of the trees;				
Fairview from Shields to University is just plain ugly	PE	TR		
Sub-total	19			
Traffic and Personal Security				
I made it without incident.	TPS	S?		
general feeling of safety in neighborhood	TPS	SL		
Sub-total	2			
Not Applicable				
nice day	NA			
the weather	NA			
walking!	NA			
listening to the birds	NA			
nice day	NA			
looking forward to the train	NA			
Total	6			

Fairview Avenue Station Area Concerns

	Total	42		
Accessibility				
difficult access for people with mobility devices or strollers -- missing or	A	CR & BCH		
diagonal ramps at corners, no benches anywhere	A	CR		
handicap ramps at corners are angled wrong	A	CS	SIG	
no stop lights	A			
no crosswalk at Prior and Gilbert; will be needed for community garden	A	CS	ST	
planned to west of Prior, north of Gilbert	A			
large, irregular intersections in Iris Park at Feronia & W Lynnhurst and Feronia & E Lynnhurst.	A	CS	W	
intersections are too big and wide	A	CS	W	
snow/ice on sidewalks, especially where they might be sloping without	A			
handrails	A	SR		
missing sidewalk segments	A	SW	MNC	
steep climb on Fairview	A	SW		
Sub-total	9			
Physical Environment				
few benches	PE	BCH		
industrial look and feel	PE	BD		
broken and uneven sidewalks	PE	SW	BU	
uneven sidewalks	PE	SW	BU	
broken or no sidewalks - walks close to road	PE	SW	BU & M	
missing sidewalks on Thomas	PE	SW	M	
missing sidewalks on Prior (west side)	PE	SW	M	
no sidewalks on Wheeler (north half between Thomas and University)	PE	SW	M	
missing sidewalks on Wheeler	PE	SW	M	
missing sidewalk	PE	SW	M	
dirty sidewalks (rocks, soil, tree branches)	PE	TLG		
need more garbage containers to catch the trash from the fast food places	PE	TLG		
Sub-total	12			
Traffic and Personal Security				
lighting	TPS	L		
dark at night	TPS	L		
poor lighting at night combined w/isolated industrial spaces did not make me	TPS	L & S		
feel safe	TPS	OB		
getting across 94 especially in winter	TPS	OB		
fence on Prior Ave overpass / 94 is cut dangerously low	TPS	S	OB	
unsafe feeling beneath 94 on Fairview Ave.	TPS	S		
undefined, spotty sidewalks in more industrial areas where truck drivers	TPS	S		
might not expect peds made me nervous	TPS	S & L		
street from Shields to Fairview seems desolate, scary at night	TPS	SR		
limited bike lanes (Fairview, St. Anthony)	TPS			
clearly not designed for pedestrians or bicycles	TPS	S		
walking under freeway	TPS	S		
careless drivers	TPS	T	NSP	
crossing Prior Ave and sometimes Cleveland	TPS	T	NSP	
aggressive drivers	TPS	T	TF	
some speeding cars on Thomas and Wheeler	TPS	T	TF	
fast traffic Fairview especially coming up hill to Marshall Ave	TPS	T	TF	
fast traffic on Fairview	TPS	T	TF	
having to walk along busy Fairview	TPS	T	TF	
intersection of Thomas and Wheeler - crazy busy, hard to see on coming	TPS	T	TF	
traffic	TPS	TLG	TF	
roaring traffic	TPS			
unthinking drivers	TPS			
Sub-total	21			
Not Applicable				
nice day	NA			
none	NA			
none	NA			
Total	2			

Hamline Avenue Station Asset and Concern Comments

Hamline Avenue Station Area Assets				Hamline Avenue Station Area Concerns			
			Total				Total
			34				49
Pedestrian Experience				Accessibility			
it's great to walk to station at day time	EX			curb cuts at Minnehaha & Hamline narrow and difficult to navigate w/child or bike	A	CR	
quiet	EX	QN		poor intersection ramps in some places	A	CR	
quiet	EX	QN		no crosswalks to target	A	CS	ST
the neighborhood	EX	SL	H	no crosswalk markings on Marshall- cars going fast	A	SC	ST
meeting neighbors	EX	SL	H	sidewalks too narrow in some areas and blocked by electric poles	A	SW	W
meeting neighbors along route	EX	SL	H	sidewalks too narrow and nonexistent on east side of viaduct	A	SW	W & M
walking with teens from Skyline Tower	EX	SL	H	crossing Thomas w/out light -- heavy traffic	A	CS	SiG
many other pedestrians and bicycles	EX	SL	H	signs asking pedestrians to double cross at signals	A	CS	
the hustle and bustle	EX	SL	H	narrow sidewalk over Ayd Mill	A	SW	W
many other pedestrians and bicycles	EX	SL	H	no wide sidewalks, trees, lights, and cracks	A	SW	W
the hustle and bustle	EX	SL	H				
Sub-total			11	Sub-total			10
Physical Environment				Pedestrian Experience			
see destinations (college, school)	PE	CP		traffic was noisy on Hamline Ave	EX	QN	
short distance from starting location	PE	CP		sometimes ran into some shady characters	EX	SL	H
good sidewalks	PE	SW		drunk people peeing at bus stop or asking for money	EX	SL	H
the convenience of sidewalks!	PE	SW		sharply arched overpass at Ayd Mill Rd	EX	VUB	
good sidewalks	PE	SW		empty lots on University between Hamline & Albert	EX	VUB	
the convenience of sidewalks!	PE	SW		passing big empty parking lots (ugly)	EX	VUB	
trees	PE	TR		steep incline on Hamline bridge over Selby(?)	EX	VUB	
some areas shaded with trees	PE	TR		very industrialized in that area	EX	VUB	
trees	PE	TR		Sub-total			8
some areas shaded with trees	PE	TR		Physical Environment			
trees / greenery	PE	TR & G		rough sidewalks north of Marshall	PE	SW	BU
trees / greenery	PE	TR & G		uneven, unkempt, rutted sidewalks	PE	SW	BU
there were some benches along the streets	PE	BCH		construction debris & noise	PE	TLG	
interesting buildings and houses to look at (rather than big empty parking lots)	PE	BD		no shade trees on University between Hamline & Albert	PE	TR	
close to Skyline	PE	CP		no shade or benches	PE	TR & BCH	
short distance	PE	CP		bad sidewalks (uneven)	PE	SW	BU
blooming gardens	PE	G	GAR	some cracked sidewalks	PE	SW	BU
boulevard gardens, esp. garden @ 507 Hamline	PE	G	GAR	no sidewalk on Hamline at Portland	PE	SW	M
pass a community garden	PE	G	GAR	no sidewalks / no cross walks	PE	SW	M
watching kids of batting practice at Dunning Park	PE	G		missing sidewalks from Skyline to Syndicate	PE	SW	M
sidewalks along entire route	PE	SW		trash (and not enough trash cans).	PE	TLG	
the trees	PE	TR		litter	PE	TLG	
trees & plants	PE	TR & G	GAR	shade isn't great in the summer	PE	TR	
Sub-total			23	Sub-total			13
Not Applicable				Traffic and Personal Security			
absolutely nothing	NA			bikes locked to trees and blocking sidewalk (because of no bike parking racks)	TPS	BK	
being outside	NA			limited lighting over Ayd Mill	TPS	L	
see what's missing	NA			no lights	TPS	L	
				lights & activity at night	TPS	L & H	
time with my kids	NA			there isn't enough stop signs, lights, and darkness for unsafe to pedestrian and residences as well	TPS	L & T	
walking	NA			It's not safe to walk at night time for Skyline residents to station or take ride to bus or train	TPS	S & L	
not using fossil fuel	NA			traffic going in and out of Target (West side of lot)	TPS	T	NSP
taking pictures	NA			cars rolling through stop signs	TPS	T	NSP
nice weather	NA			crossing Selby at Syndicate is a bit of a "make a break for it" scene	TPS	T	NSP
figure out solutions	NA			cars driving too quickly	TPS	T	TF
not using fossil fuel	NA			speeding cars	TPS	T	TF
taking pictures	NA			traffic from speeding cars	TPS	T	TF
nice weather	NA			crazed drivers of cars	TPS	T	TF
figure out solutions	NA			vehicles travel >30 MPH	TPS	T	TF
Total			13	sidewalks too close to traffic	TPS	T & S	
				gas station @ University & Hamline	TPS	T	NSP?
				cars moving too fast, do not watch for pedestrians	TPS	T	TF
				at times Hamline Ave traffic is too fast	TPS	T	TF
				Sub-total			18
Not Applicable				Not Applicable			
				TOO HOT!	NA		
				very hot outside	NA		
				Total			2

Lexington Parkway Station Asset and Concern Comments

Lexington Parkway Station Area Assets

	Total		71
Accessibility			
long lights when walking along Lexington	A	CS	SIG
enough time to pass the street	A	CS	SIG
crosswalks clearly marked	A	CS	ST
easy crosswalks to cross the street	A	CS	ST & SIG
nice sidewalks	A	SW	W
enough sidewalk space	A	SW	W
enough space	A	SW	W
Sub-total		7	
Pedestrian Experience			
quiet	EX	QN	
quiet (late Sunday afternoon - so-so weather)	EX	QN	
liked history exhibit of old Saints Stadium at TCF bank	EX	SL	BSF
DQ	EX	SL	BSF
dairy queen	EX	SL	BSF
stores healthy	EX	SL	BSF
Dairy Queen	EX	SL	BSF
access to grocery along walk home	EX	SL	BSF
school	EX	SL	BSF
library	EX	SL	BSF
racial diversity	EX	SL	H
friends	EX	SL	H
the company I was with	EX	SL	H
nice neighbors	EX	SL	H
nice scenery	EX	VUB	
friendly neighborhoods	EX	VUB	
it was a nice neighborhood	EX	VUB	
beautiful scenery	EX	VUB	
nice and quiet	EX	QN	
quiet and not much going on	EX	QN	
Seeing neighbors	EX	SL	H
walking in a group	EX	SL	H
Sub-total		22	
Physical Environment			
places to sit	PE	BCH	
attractive homes	PE	BD	
houses look nice	PE	BD	
nice houses	PE	BD	
nice houses	PE	BD	
short	PE	CP	
flowers in peoples yards	PE	G	
sidewalks were wide	PE	SW	W
clear sidewalks	PE	SW	
sidewalks generally in good condition	PE	SW	
ease of movement along Lexington	PE	SW	
little trash	PE	TLG	
sidewalks clean	PE	TLG	
somewhat clean streets	PE	TLG	
the street was clean nice place to walk around	PE	TLG	
clean streets	PE	TLG	
mostly clean	PE	TLG	
a lot of litter	PE	TLG	
clean except for glass	PE	TLG	
the streets were clean	PE	TLG	
shade	PE	TR	
nice tree cover	PE	TR	
trees	PE	TR	
nice trees	PE	TR	
nice trees	PE	TR	
shade	PE	TR	
a little shade	PE	TR	
lots of shade	PE	TR	
mostly shade	PE	TR	
shade	PE	TR	
shade trees along boulevard and parkway	PE	TR	
there was lots of trees	PE	TR	
trees	PE	TR	

Lexington Parkway Station Area Concerns

	Total 68		
Accessibility			
tripping hazards-pavers missing from crosswalk,	A	CS	BU
need stop sign or light	A	CS	SIG
stop lights	A	CS	
ADA shortfalls-steep slopes at curb ramps, missing truncated domes	A	CR	
Sub-total			4
Pedestrian Experience			
strangers hassling	EX	SL	H
crazy people	EX	SL	H
rude people	EX	SL	H
Sub-total			3
Physical Environment			
no benches	PE	BCH	
no places to sit	PE	BCH	
no where to sit and rest	PE	BCH	
no place to sit down	PE	BCH	
no place to rest	PE	BCH	
no places to sit down	PE	BCH	
vacant houses	PE	BD	V
chain link fences up to sidewalk	PE	BD	
abandoned houses	PE	BD	
landscaping encroaching-overhanging trees, rock mulch and sand			
spilling on walk	PE	OG	
walking on sidewalks that were messed up	PE	SW	BU
some bad sidewalks	PE	SW	BU
some sidewalks need to be replaced	PE	SW	BU
sidewalk not level	PE	SW	BU
broken sidewalks	PE	SW	BU
occasional poorly maintained sidewalks	PE	SW	BU
speed bumps on the sidewalk	PE	SW	BU
bumpy sidewalks	PE	SW	BU
pavement	PE	SW	BU
heaving sidewalks	PE	SW	BU
cracked sidewalks	PE	SW	BU
there were speed bumps on the sidewalk	PE	SW	BU
sidewalks were messed up	PE	SW	BU
uneven sidewalks	PE	SW	BU
bumpy sidewalks	PE	SW	BU
sidewalks uneven	PE	SW	BU
cracked sidewalks	PE	SW	BU
the sidewalks being uneven	PE	SW	BU
sidewalks	PE	SW	
sidewalks	PE	SW	
sidewalk	PE	SW	
trash	PE	TLG	
dirt	PE	TLG	
litter	PE	TLG	
trash	PE	TLG	
trash	PE	TLG	
dirty	PE	TLG	
broken glass everywhere @ Concordia & Lexington	PE	TLG	
trash on the ground	PE	TLG	
rocks everywhere	PE	TLG	
sand on sidewalks	PE	TLG	
not clean / too much dirt	PE	TLG	
occasional trash	PE	TLG	
trash	PE	TLG	
dusty	PE	TLG	
rocks	PE	TLG	
there was less shade on hot days	PE	TR	
Sub-total			47
Traffic and Personal Security			
bike encounters uncomfortable, since they can't ride on the street	TPS	BK	
no bike lanes on Lexington on Blvd.	TPS	BK	
light @ Lexington & Marshall too short to cross	TPS	L	
street lights are not allowing enough time to walk across the streets	TPS	L	
lighting at night	TPS	L	

Lexington Station Area cont'd.

Assets

trees and nature	PE	TR	
plants	PE	V	
Sub-total	35		
Traffic and Personal Security			
safe walk	TPS	S	
safe bus stops	TPS	S	
felt safe	TPS	S	
nice and wide boulevard separating sidewalk from street where cars drive	TPS	S	
a lot of cars yield	TPS	T	NSP
clear view of approaching cars	TPS	T	
not much traffic - (late Sunday afternoon - so-so weather)	TPS	T	
Sub-total	7		
Not Applicable			
fresh air	NA		
fresh air	NA		
history of the community in past years	NA		
it was a lot of peace and quiet	NA		
just being outside	NA		
nice weather	NA		
no school	NA		
sun	NA		
sunny	NA		
the sun	NA		
weather	NA		
weather	NA		
sunny	NA		
good temp	NA		
ice cream	NA		
weather was fine	NA		
recording the walk	NA		
questions were answered	NA		
it was good to be walking	NA		
refreshing	NA		
new	NA		
there were a lot of signs	NA		
Total	22		

Concerns

not safe for a disabled person / the elderly	TPS	S
sketchy area	TPS	S
one little rabid dog?	NA	S
too much traffic	TPS	T
hard time crossing streets due to traffic	TPS	T
speeding cars	TPS	T
speeding cars	TPS	T
too many cars	TPS	T
traffic	TPS	T
Sub-total	14	
Not Applicable		
frequent inaccessible businesses	NA	
taking back roads	NA	
chalk	NA	
road end @ aurora	NA	
police	NA	
confusing	NA	
Total	5	

Prospect Park Station Asset and Concern Comments

Prospect Park Station Area Assets

	Total	46		
Accessibility				
lots of stoplights for safe street crossings	A	CS	SIG	
no physical barriers	A	MNC		
short wait at stoplight	A	CS	SIG	
Sub-total	3			
Pedestrian Experience				
calm/quiet	EX	QN		
businesses along road	EX	SL	BSF	
diversity of street life at Arthur/University/29th is interesting	EX	SL	H	
friendly neighbors	EX	SL	H	
nice people	EX	SL	H	
urban environment	EX	VUB		
beautiful	EX	VUB		
hills	EX	VUB		
streets with curves & hills topography	EX	VUB		
nice view	EX	VUB		
Sub-total	10			
Physical Environment				
house gazing	PE	BD		
houses	PE	BD		
beautiful houses	PE	BD		
ease of commute	PE	CP		
distance	PE	CP		
light rail stop is close	PE	CP		
plants	PE	G	GAR	
beautiful gardens	PE	G	GAR	
flower gardens	PE	G	GAR	
KSTP does a nice job of maintaining the front lawn of their building	PE	G		
gardens	PE	G		
open space	PE	G?		
decent sidewalks	PE	SW	GD	
new sidewalks	PE	SW	GD	
good sidewalks	PE	SW		
not a lot of litter (pretty clean)	PE	TLG		
litter-free	PE	TLG		
lots of trees	PE	TR		
well-shaded	PE	TR		
4th Street SE has nice tree cover until you get west of Malcolm.	PE	TR		
shade	PE	TR		
tree lined streets	PE	TR		
tree-lined streets	PE	TR		
trees	PE	TR		
trees	PE	TR		
walk along Arthur Ave is well-shaded and pretty	PE	TR		
vegetation	PE	V		
Sub-total	27			
Traffic and Personal Security				
street lights	TPS	L		
safe	TPS	S		
peaceful	TPS	S?		
little traffic	TPS	T		
low vehicular traffic	TPS	T		
light traffic / easy to bike	TPS	T		
Sub-total	6			
Not Applicable				
weather	NA			
Total	1			

Prospect Park Station Area Concerns

	Total	30		
Accessibility				
missing curb cuts	A	CR		
crossing University Ave	A	CS	W	
2 intersections difficult to cross - see map labels (8)	A	CS		
pavement over railroad tracks on Franklin a problem for wheelchair / stroller	A	SW	MNC	
need wider sidewalk	A	SW	W	
cars existing building at 2828 University sometimes obstruct sidewalk while trying to enter traffic	A	T	NS?	
Sub-total	6			
Physical Environment				
gardens overlapping sidewalk	PE	OG		
overgrown plants blocking sidewalk	PE	OG		
uneven, overgrown vegetation on sidewalks or mud/snow	PE	OG		
sidewalks problems	PE	SW	BU	
need smoother sidewalk	PE	SW	BU	
occasional uneven sidewalks	PE	SW	BU	
broken sidewalks	PE	SW	BU	
no sidewalk on either side of 4th Street SE west of Malcolm	PE	SW	M	
no sidewalk on east side of Bedford St. SE	PE	SW	M	
missing sidewalks	PE	SW	M	
sidewalks	PE	SW		
trash on ground	PE	TLG		
sidewalk cleanliness	PE	TLG		
need more trees	PE	TR		
no trees on boulevard beside M-Flats	PE	TR		
too many trees	PE	TR		
no trees or grass on north side of University between Malcolm and 29th St	PE	TR & G		
Sub-total	17			
Traffic and Personal Security				
a lot of bikes; just have to pay attention all the time	TPS	BK		
unempt areas feel unsafe	TPS	S		
traffic coming too quickly in and out of Super America gas station	TPS	T	NSP	
some traffic too fast - in Prospect Park, some "Y" intersections have no stop signs	TPS	T	TF	
cars (speed and not stopping)	TPS	T	TF,NSP	
heavy truck traffic on Malcolm makes crossing this intersection unsafe	TPS	T		
a lot of car traffic	TPS	TF		
Sub-total	7			
Not Applicable				
construction	NA			
construction	NA			
construction right now	NA			
construction	NA			
a lot of construction	NA			
construction	NA			
Sub-total	6			

Raymond Avenue Station Asset and Concern Comments

Raymond Avenue Station Area Assets

	Total	51		
Accessibility				
sidewalks the entire way		A	SW	MNC
Sub-total	1			
Pedestrian Experience				
mostly quiet, residential streets		EX	QN	
places to eat		EX	SL	BSF
shops		EX	SL	BSF
interesting store fronts		EX	SL	BSF
interesting store fronts		EX	SL	BSF
nice businesses near Raymond stop		EX	SL	BSF
lots of activity along the way		EX	SL	H
seeing neighbors		EX	SL	H
busy area, many persons around for safety		EX	SL	H
company - other walkers		EX	SL	H
usually see children and animals		EX	SL	H
seeing the neighborhood		EX	SL, BD, G	
great neighborhood		EX	SL?	
pleasing landscape, especially landscape architecture, Hampden Park, Hampden Park Coop		EX	VUB	
the University Ave improvements		EX	VUB	
Cretin, except for speeding & congested traffic, was sort of pretty		EX	VUB	
Sub-total	16			
Physical Environment				
Catholic Charities residence at other		PE	BD	
Lyric Lofts at one end		PE	BD	
well-cared for homes, yards and businesses		PE	BD & G	GAR
getting someplace meaningful		PE	CP	
gardens and Hampden Park		PE	G	GAR
the flowers next to the apartments on Myrtle and Pelham		PE	G	GAR
slope gardens		PE	G	GAR
nice neighborhood with flowers in yards for part of the walk		PE	G	GAR
gardens		PE	G	GAR
interesting gardens, planters		PE	G	GAR
park across from co-op		PE	G	
little park at Hampden		PE	G	
gems: like store number at 898 Raymond		PE	PA	
some walks had been repaved with sidewalk poetry		PE	PA	
sidewalks		PE	SW	
good sidewalks in most places		PE	SW	
maintained sidewalks		PE	SW	
redeveloped Univ. Ave sidewalks		PE	SW	
sidewalks on University coming along		PE	SW	
there were sidewalks most of the way		PE	SW	
tidy neighborhood		PE	TLG	
very little trash		PE	TLG	
trees		PE	TR	
Shady trees		PE	TR	
trees		PE	TR	
trees/shade in residential areas		PE	TR	
a couple of places had nice boulevard trees		PE	TR	
lots of shade trees		PE	TR	
tree lined boulevards		PE	TR	
trees in Desnoyer Park with songbirds and dappled sunlight.		PE	TR	
trees-shade		PE	TR	
Sub-total	31			
Traffic and Personal Security				
mostly open sight lines (safety)		TPS	S	
not as high traffic as some other areas		TPS	T	
because it was Sunday traffic was light		TPS	T	
Sub-total	3			
Not Applicable				
being in the open air		NA		
getting exercise		NA		
exercise		NA		
Total	3			

Raymond Avenue Station Area Concerns

	Total	54		
Accessibility				
walk light too short at Como between library and Muffetetta		A	CS	SIG
auto-oriented streets with poor crossings		A	CS	ST
un-marked crosswalks		A	CS	ST
several intersections did not have crosswalks		A	CS	ST
long pavement at a few intersections		A	CS	W
awkward intersection w/ Raymond at Long and at Ellis / Brockford		A	CS	
some commercial driveways did not have appropriate storm water drainage;		A	SR	
water/ice flowed across the sidewalk		A	SR	
likely not shoveled in winter		A	SR	
some wide intersections on Raymond		A	SW	W
Sub-total	9			
Pedestrian Experience				
ugly store fronts		EX	SL	BSF
isolated streets - no storefronts or residences in between		EX	SL	BSF
few fellow walkers		EX	SL	H
Sub-total	3			
Physical Environment				
industrial environment		PE	BD	
lots of industry and trash along the Pelham route from St. Anthony to University		PE	BD & TLG	
weedy lots		PE	G	GAR
trees overhanging sidewalk so you have to duck		PE	OG	
low branches over sidewalks		PE	OG	
overgrown hedges along property lines / sidewalks		PE	OG	
poorly maintained or missing sidewalk on I-94 -> University; litter, safety, REALLY ugly and scary: Concordia -> Univ. stretch		PE	S & SW	BU & M
some sidewalks needed repair		PE	SW	BU
there's a hole in the sidewalk next to the manhole #3 in front of the storage company		PE	SW	BU
poor or non-existent sidewalks		PE	SW	BU & M
sidewalk was removed along Pelham between I-94 and Wabash		PE	SW	M
lack of sidewalks on east part of Brewster and Fairview		PE	SW	M
lack of sidewalks		PE	SW	M
no sidewalk on Pelham between St. Anthony before the bridge all the way to the storage company across from the testing lab		PE	SW	M
Pelham bridge sidewalk only on one side and not wide enough		PE	SW	M & W
broken sidewalks		PE	SW	BU
uneven pavement		PE	SW	BU
lack of safe walking and biking paths		PE	SW & BK	M
lack of sidewalk on Cretin & Vandalia		PE	SW & BK	M
litter		PE	TLG	
Sub-total	20			
Traffic and Personal Security				
big distance to cross at Raymond and Bradford		TPS	CS	W
structurally unsafe crossings/intersections		TPS	CS	
poor lighting		TPS	L	
poor night lighting (safety concern)		TPS	L	
lighting under bridges (UM Transitway and RR Trestle on Raymond)		TPS	L	
creepy environment		TPS	S	
scary Pelham bridge		TPS	S	
no separation from traffic for walkers		TPS	S & T	TF
poorly designed sidewalk		TPS	SW	
behavior of people in cars		TPS	T	NSP
hard to cross busy roads		TPS	T	NSP
cars don't stop for pedestrians		TPS	T	NSP
cars not stopping for pedestrians in crosswalk		TPS	T	NSP
traffic not yielding at crosswalks		TPS	T	NSP
trucks - noisy and too fast (can't they use 280)?		TPS	T	TF
cars speed on Raymond		TPS	T	TF
fast moving traffic with blind spots/limited visibility		TPS	T	TF
speed of traffic		TPS	T	TF
fast traffic		TPS	T	TF
it's a busy street, so need to be alert		TPS	T	TF
too many cars driving fast		TPS	T	TF
hard to see around some corners		TPS	T & S	
Sub-total	22			

Robert Street Station Asset and Concern Comments

Robert Street Station Area Assets

	Total	6
Pedestrian Experience		
Capitol area	EX	VUB
view of downtown area	EX	VUB
copper edging on the new Robert St. Station	EX	VUB
Sub-total	3	
Physical Environment		
townhouse and Bethesda Park	PE	BLD, G
landscaping around Embassy Suites	PE	G
bushes and flowers on the south side of Stassen Bldg.	PE	G
Sub-total	3	

Robert Street Station Area Concerns

	Total	4
Physical Environment		
sidewalks on the east side of Capitol Heights	PE	BU
uneven sidewalks on south side of 11th Street	PE	BU
gum on the sidewalks, especially when it's hot out	PE	TLG
Sub-total	3	
Traffic and Personal Security		
crossing Charles & Capitol Heights may be challenging	TPS	T NSP
Sub-total	1	
Not Applicable		
pedestrian detours from Walsh Construction - no notice, poor	NA	
Total	1	

Snelling Avenue Station Asset and Concern Comments

Snelling Avenue Station Area Assets

	Total	38		
Accessibility				
safe crossing at Snelling @ signals	A	CS	SIG	
easy to see intersections	A	CS	ST	
median was nice when you needed to cross	A	CS	W	
Buses stop frequently along the walk	A	TS		
frequency of bus lines	A	TS		
Sub-total	5			
Pedestrian Experience				
generally pretty quiet, once you get away from University Ave	EX	QN		
mostly quiet	EX	QN		
lots of families and pets out all the time - feels very safe	EX	S & SL	H	
I like a lot of the businesses along the walk	EX	SL	BSF	
storefronts	EX	SL	BSF	
friendly neighbors	EX	SL	H	
neighbors	EX	SL	H	
being outside, in the fresh air, seeing neighbors on my way	EX	SL	H	
lots of families and people with pets out walking	EX	SL	H	
beautiful neighborhood	EX	VUB		
Sub-total	10			
Physical Environment				
ease of getting to buses and shopping from where I live	PE	CP		
location, location, location	PE	CP		
proximity	PE	CP		
it is not long	PE	CP		
short 5 block walk to light rail	PE	CP		
closeness of things--I love that	PE	CP		
nice gardens/boulevard gardens	PE	G	GAR	
nice gardens and flowers	PE	G	GAR	
nice vegetation	PE	G		
I like the plantings they've put in around the pedestrian bridge over 94	PE	G		
passing by Hamline park	PE	G		
Hamline U's improvement of interface w street, from new awnings on buildings at NE corner Minnehaha/Snelling to beautiful landscaping	PE	G & BD		
green spaces and trees	PE	G & TR		
the planters which Mosaic on a Stick helped local residents and students create a few years ago	PE	PA		
Hamline-Midway banner/signs that were attached to the light posts	PE	PA		
mosaics on planters	PE	PA		
sidewalks present throughout the two walks	PE	SW		
there are sidewalks	PE	SW		
shade trees, where they were	PE	TR		
lots of shade	PE	TR		
lots of trees	PE	TR		
trees, when they were there	PE	TR		
Sub-total	22			
Traffic and Personal Security				
the cars stopped and waved me over the street at the stop sign	TPS	NSP		
Sub-total	1			
Not Applicable				
that's about it!	NA			
birds	NA			
filling out the survey - doing the fieldwork being with a friend	NA			
Total	3			

Station Avenue Station Area Concerns

	Total	47		
Accessibility				
45 degree curb cuts	A	CR		
missing and broken wheelchair ramps along Fry	A	CR		
missing, broken wheelchair ramps	A	CR		
difficulty crossing University	A	CS	W & SIG	
curb cuts were difficult to navigate, they were not uniform from block to block	A	CS		
snow & ice on the sidewalks	A	SR		
snow all around CVS parking lot in winter--they aren't shoveling	A	SR		
ice in winter	A	SR		
narrow sidewalks	A	SW	W	
would like a heater at Snelling/Univ. shelter	A	TS		
Sub-total	10			
Pedestrian Experience				
noise from traffic is a constant irritant; I would probably prefer to walk a block or two east or west of Snelling Avenue to avoid the noise.	EX	QN		
bookstore anti-light rail signs at Snelling	EX	SL	BSF	
too many rude, crazy people loitering along Snelling and University	EX	SL	H	
beggars on the corner of Snelling and Concordia	EX	SL	H	
lack of other pedestrians or bikers	EX	SL	H	
barren areas, no trees or ornamentation	EX	VUB		
Sub-total	6			
Physical Environment				
a long way between the benches and trash cans (north of I-94)	PE	BCH & TLG		
fence around Hamline Park	PE	G		
uneven pavement	PE	SW	BU	
uneven sidewalks - uneven so often that it was difficult to walk	PE	SW	BU	
uneven sidewalks	PE	SW	BU	
cracked/damaged sidewalks	PE	SW	BU	
uneven sidewalks	PE	SW	BU	
uneven sidewalks	PE	SW	BU	
trash around American Bank at Snelling/University	PE	TLG		
trash everywhere	PE	TLG		
garbage, especially CVS parking lot	PE	TLG		
garbage all over the Snelling and University intersection	PE	TLG		
SO MUCH TRASH around Snelling and University	PE	TLG		
trash on University	PE	TLG		
trash on Snelling	PE	TLG		
litter is always a problem, as people who are traveling through our community toss things out of the cars, or onto the sidewalk	PE	TLG		
litter	PE	TLG		
abandoned grocery carts	PE	TLG		
trash	PE	TLG		
Sub-total	19			
Traffic and Personal Security				
narrow sidewalks with rude bicyclist on it (Spruce Tree Center)	TPS	BK		
bikes who act as if pedestrians are in their way, even though they use the sidewalk rather than the street	TPS	BK		
crossing @ Snelling @ Midway Center not safe & used for bus transfers	TPS	T	NSP	
heedless drivers of vehicles`	TPS	T	TF	
cars going too fast	TPS	T	TF	
cars failing to yield to red light & speeders	TPS	T	TF	
traffic speeding along whenever possible; we could use some kind of traffic calming strategies	TPS	T	TF & NSP	
cars driving too fast and never stopping at crosswalks	TPS	T	TF & NSP	
cars not yielding to pedestrians	TPS	TLG	NSP	
vehicles running RED (not yellow) lights!	TPS	TS	TF	
heavy, heavy traffic competing to get through the intersections	TPS			
impatient drivers	TPS	TS	TF	
Sub-total	12			

Victoria Street Station Asset and Concern Comments

Victoria Street Station Area Assets

	Total 28	
Accessibility		
crosswalks clearly marked in most places	A	CS
frequency of bus stops	A	TS
Sub-total		2
Pedestrian Experience		
neighborhood atmosphere	EX	NQ
little noise other than 94	EX	QN BSF
relatively quiet street	EX	QN H
Maxfield School	EX	SL H
seeing people in the neighborhood	EX	SL
other people around	EX	SL
selection of local business storefronts	EX	SL
Sub-total		7
Physical Environment		
short	PE	CP
straight line/direct route	PE	CP
accessibility to University Ave	PE	CP
garden on SE corner of Concordia & Victoria	PE	G
gardens	PE	G
green (trees/grass)	PE	G
buildings & landscapes well maintained - active gardening & feels safe	PE	G
park at the former Wilder site could be a pleasant interlude	PE	G
saw a nice garden	PE	G
sidewalks mostly in good shape	PE	SW ST
sidewalks	PE	SW
traffic not fast, clean area	PE	TLG
little litter	PE	TLG
lots of shade trees	PE	TR BSF
excellent tree cover	PE	TR
nice tree cover	PE	TR
trees	PE	TR
tree coverage	PE	TR
Sub-total		18
Traffic and Personal Security		
traffic went at a reasonable speed	TPS	T
Sub-total		1

Victoria Street Station Area Concerns

	Total 35		
Accessibility			
curb cuts too high	A	CR	
post holes in the streets	A	CS	BU
missing crosswalks in some places	A	CS	ST
no cross walks	A	CS	ST
will be poor snow clearance in winter	A	SR	
no snow removal in winter	A	SR	
lots of cracked / uneven / steep sidewalk / curb cuts, too narrow	A	SW/CR	W
Sub-total			7
Pedestrian Experience			
loud traffic	EX	QN	
Sub-total			1
Physical Environment			
no benches	PE	BCH	
no place to rest (benches)	PE	BCH	
no places to sit and rest	PE	BCH	
only one place to sit - in front of funeral home Concordia & victoria	PE	BCH	
benches	PE	BCH	
CarX lot is fairly ugly	PE	BD	
trees with low branches	PE	OG	
bushes overgrown onto sidewalks	PE	OG	
sidewalks uneven/broken	PE	SW	BU
cracks in the sidewalk	PE	SW	BU
uneven sidewalks	PE	SW	BU
cracked street outside Maxfield	PE	SW	BU
sidewalks not well maintained	PE	SW	
litter	PE	TLG	
litter	PE	TLG	
Sub-total			15
Traffic and Personal Security			
cyclists riding on sidewalks	TPS	BK	
cyclists riding on sidewalks	TPS	BK	
lack of bicycle facilities	TPS	BK	
not many bike lanes	TPS	BK	
dark at night	TPS	L	
scary at night- no lights	TPS	L	
Aggressive Drivers!	TPS	T	NSP
fast & heedless traffic on I-94 frontage roads	TPS	T	TF
fast traffic	TPS	T	TF
cars traveling too fast in streets	TPS	T	TF
speeding drivers	TPS	T	TF
cars entering and exiting Model Cities parking lot too fast, without looking	TPS	T	TF
Sub-total			12

West Bank Station Asset and Concern Comments

West Bank Station Area Assets

Total 22			
Accessibility			
shortened crossing distances at certain intersections as a result of new curb bump-outs	A	CS	W
2 station entrances one on Cedar and one on 19th St	A	TS	
Sub-total		2	
Pedestrian Experience			
Cedar Ave shops and activity	EX	SL	BSF
lots of people around	EX	SL	H
walking with neighbors	EX	SL	H
lots of bikes and pedestrians on Cedar	EX	SL	H
interesting people	EX	SL	H
friends to walk with	EX	SL	H
nice neighborhood	EX	VUB	
the river	EX	VUB	
Sub-total		8	
Physical Environment			
walked by the U and the Theater in the Round	PE	BD	
easy access	PE	CP	
easy to reach from across the river	PE	CP	
proximity to station	PE	CP	
some nice gardens	PE	G	GAR
new sidewalks along Riverside	PE	SW	G
mostly good sidewalks	PE	SW	G
even sidewalks	PE	SW	
sidewalk on 5th St connecting to Cedar is pleasant	PE	SW	
big difference when things are in good condition (i.e., wide sidewalks on Cedar bridge, shade at corner of Cedar and 3rd St open area	PE	SW, TR, G	
occasional large trees	PE	TR	
Sub-total		11	
Physical Environment			
few cars on roads & University is closed off by the station	TPS	T	
Sub-total		1	
Not Applicable			
fresh air	NA		
learning more about the plans	NA		
being able to give input	NA		
bright sunny day with birds singing	NA		
great to see progress of construction, big platform	NA		
Total		5	

West Bank Station Area Concerns

	Total 23			
Accessibility				
potential for unsafe crossings of Washington Avenue	A	CS		
confusing traffic signals	A	CS	SIG	
poorly marked crosswalks	A	CS	ST	
narrow sidewalk with no protective barrier b/t cars & sidewalk	A	S & SW	W	
cars turning	A	T	NSP	
lack of bus shelter @ 4th and 19th	A	TS		
Sub-total		6		
Pedestrian Experience				
Cedar - some threatening people	EX	SL	H	
harsh environment on 19th -- huge parking ramps	EX	VUB		
Sub-total		2		
Physical Environment				
no place to stop and rest	PE	BCH		
ugly berms that need to blend more into the surroundings	PE	G		
torn up streets	PE	ST		
walked through warehouse parking instead of having sidewalk	PE	SW	M	
dirty sidewalks (especially Cedar Av.; merchants do not clean their sidewalks	PE	TLG		
lack of trees to shade walkers	PE	TR		
very hot - no shade	PE	TR		
Sub-total		7		
Physical Environment				
bicyclists on sidewalks	TPS	BK		
lighting not always good	TPS	L		
lack of infrastructure (lights, sidewalks, etc.)	TPS	L & SW		
too much traffic moving fast, lots of cars	TPS	T	TF	
safety, cars driving fast	TPS	T	TF	
car traffic in a hurry	TPS	T	TF	
fast moving car traffic	TPS	T	TF	
bad drivers	TPS	T		
Sub-total		8		
Not Applicable				
might need more signage to help visitors to find the station	NA			
construction - sidewalk and intersection closures	NA			
lots of construction	NA			
Total		3		

Westgate Drive Station Asset and Concern Comments

Westgate Station Area Assets

	Total 31			
Accessibility				
newly created crosswalks	A	CS	ST	
Sub-total	1			
Pedestrian Experience				
businesses maintain their areas well	EX	BSF		
portions are quiet	EX	QN		
quiet	EX	QN		
greeting neighbors	EX	SL	H	
housing on both sides (there's always people around to make it feel safe)	EX	SL	H	
people	EX	SL	H	
any area a block away from University Av. is pleasant to walk	EX	SL		
the area of University (north side of street) west of Raymond and east of 280	EX			
Sub-total	8			
Physical Environment				
houses	PE	BD		
houses	PE	BD		
short walk to future station	PE	CP		
flower gardens	PE	G	GAR	
plants, flowers, wildlife	PE	G	GAR	
gardens	PE	G	GAR	
nice landscaping on Hubbard (KSTP) property	PE	G		
Mpls very pleasant walk to Westgate - gardens, trees	PE	G & TR		
where the sidewalks are new, they are excellent	PE	SW		
near the lots where people live, it was clean	PE	TLG		
trees on 4th St	PE	TR		
shade trees	PE	TR		
nice walk on 4th Street - well-kept homes	PE	BD		
brevity	PE	CP		
short distance from house	PE	CP		
new sidewalks	PE	SW		
new sidewalks on University	PE	SW		
shade trees	PE	TR		
trees	PE	TR		
walking on 4th Street SE until reaching Bedford, where the trees disappear	PE	TR		
Sub-total	20			
Traffic and Personal Security				
new lighting	TPS	L		
feel safe/surrounded by apartments	TPS	S	H	
Sub-total	2			
Not Applicable				
weather	NA			
the weather!	NA			
Total	2			

Westgate Station Area Concerns

	Total	30	
Accessibility			
University is too wide	A	CS	W
it seems that the access at Bedford is confusing	A	CS	
snow not reliably removed in wintertime.	A	SR	
in winter, snow and ice are major issues	A	SR	
narrow sidewalks (uncleared in winter)	A	SW	W
narrow sidewalk on Bedford (west side) N. of University	A	SW	W
sidewalk on west side of Bedford too narrow	A	SW	W
sidewalks are narrow	A	SW	W
bus shelter on street edge is bad for sidewalk passage, accumulates snow	A	W & SR	
Sub-total	9		
Pedestrian Experience			
noise over 280/94 commons	EX	QN	
Sub-total	1		
Physical Environment			
maintenance of tall grass/weeds	PE	G	
overgrown bushes on old battered narrow sidewalks	PE	OG	
occasional bushes impinging on sidewalks	PE	OG	
uneven places evened out enough so no one would trip, but still might be a problem for anything with wheels	PE	SW	BU
Bedford is missing a sidewalk on the east side north of University	PE	SW	BU
some sidewalks and roads are bumpy	PE	SW	BU
occasional broken sidewalks	PE	SW	BU
some missing sidewalks limit which paths I can take	PE	SW	M
no sidewalks	PE	SW	M
missing sidewalk on Bedford (east side) N. of University	PE	SW	M
no sidewalk on east side of Bedford	PE	SW	M
sidewalk northbound Emerald, east side	PE	SW	
trash and landscape rocks on SuperAmerica sidewalk	PE	TLG	
near the construction sites and local businesses like Super America and Wells Fargo, there was much trash	PE	TLG	
no trees for shade!	PE	TR	
no shade for most of Emerald between Orlin and University and on University to Berry.	PE	TR	
University Av has no trees, sidewalk narrow, no bikes can ride on street so they ride on sidewalk	PE,A,TPS	TR,SW,BK	W
Sub-total	17		
Traffic and Personal Security			
lights sometimes out on Metro Lofts	TPS	L	
not enough lighting	TPS	L	
hard to cross University at Bedford; cars on Bedford are confused by the offset street and do not yield	TPS	T	NSP
Sub-total	3		
Not Applicable			
construction noise and smells	NA		
Total	1		

Western Avenue Station Asset and Concern Comments

Western Station Area Assets

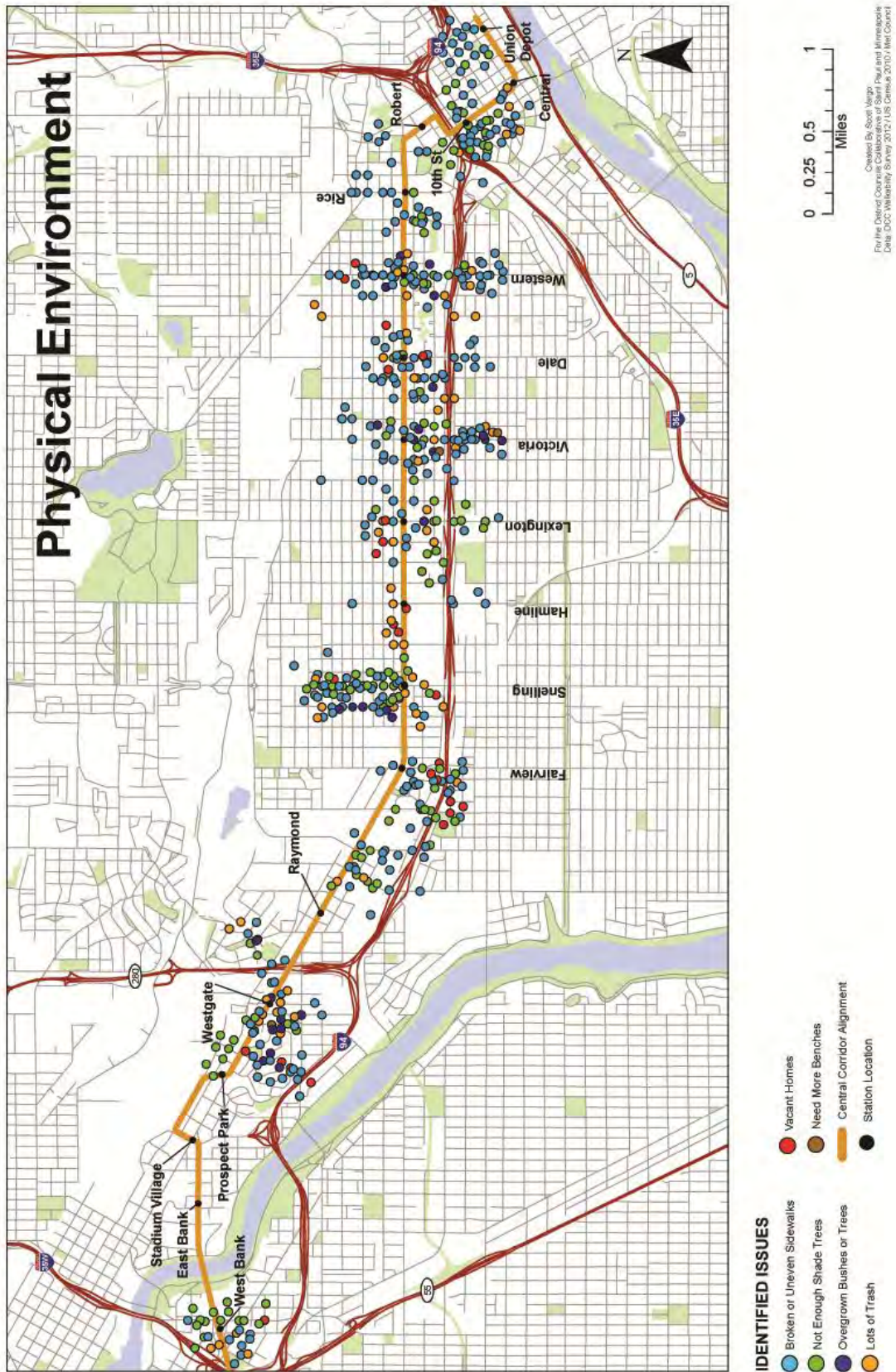
			Total	31
Pedestrian Experience				
pleasant neighborhood	EX	NQ		
peaceful	EX	QN		
quiet	EX	QN		
quiet	EX	QN		
friendly people	EX	SL	H	
interesting to look at neighborhoods	EX	VUB		
attractive neighborhood	EX	VUB		
	Sub-total		7	
Physical Environment				
trees and buildings	PE	BD		
close to home	PE	CP		
convenient to home	PE	CP		
that the walk took less time then I had anticipated	PE	CP		
the distance was very walkable, not too far	PE	CP		
shortest route to LRT/University Avenue	PE	CP		
distance of sidewalk from the street is pretty good	PE	CP		
not as far as I thought	PE	CP		
it took only 20 minutes of easy walking to get there	PE	CP		
all the trees and green grass	PE	G		
green grass and trees along the side of the road	PE	G		
green trees and lawn	PE	G		
nice flowers along the way	PE	G		
some resident's gardens full of flowers, especially at Mai Village	PE	G		
there were sidewalks for me to walk on	PE	SW		
didn't find too much litter, some but it wasn't bad	PE	TLG		
shade trees along the route	PE	TR		
trees along Western before I-94	PE	TR		
trees and buildings	PE	TR		
great shade trees	PE	TR		
there were trees shading me from the sun	PE	TR		
	Sub-total		21	
Traffic and Personal Security				
that I felt safe the whole time	TPS	S		
not a lot of traffic	TPS	T		
low traffic	TPS	T		
	Sub-total		3	
Not Applicable				
there were a couple of road signs indicating detours or road closures	NA			
cool weather	NA			
good weather	NA			
seeing things more closely	NA			
the weather	NA			
pleasant weather	NA			
discovering the good things and possibly could happen	NA			
good info about the area we were in	NA			
	Total		8	

Western Station Area Concerns

			Total	30
Accessibility				
ramps at corners needed work	A	CR		
hardly any marked crosswalks	A	CS	ST	
lack of painted crosswalks	A	CS	ST	
absent pedestrian cross walk	A	CS	ST	
litter, broken glass, lack of white lines at intersections	A	CS	ST	
	Sub-total		5	
Pedestrian Experience				
noise around 94 crossing over	EX	QN		
confusing detour signs	EX	SGN		
I encountered no other walkers	EX	SL	H	
lack of "eyes on the street" at several locations.	EX	SL	H	
I was approached by a man asking for money at the corner of Western and Selby -- unfortunately I had none to give him	EX	SL	H	
	Sub-total		5	
Physical Environment				
occasional broken/uneven sidewalks	PE	SW	BU	
sidewalks were uneven and a tripping hazard	PE	SW	BU	
sidewalk rises and falls on much of route	PE	SW	BU	
cracked sidewalks	PE	SW	BU	
uneven sidewalks, utility poles too close to sidewalks	PE	SW	BU	
uneven sidewalks	PE	SW	BU	
sidewalks cracked and repaired with asphalt	PE	SW	BU	
holes	PE	SW	BU	
hard to walk on sidewalk	PE	SW		
trash	PE	TLG		
trash (liquor bottles)	PE	TLG		
litter	PE	TLG		
some litter and noise at highway	PE	TLG		
litter, broken glass, lack of white lines at intersections	PE	TLG		
sidewalks broken	PE	SW	BU	
not enough shade	PE	TR		
	Sub-total		16	
Traffic and Personal Security				
lighting	TPS	L		
poor pedestrian level lighting at night	TPS	L		
drivers not always stopping completely at stop signs	TPS	T	NSP	
cars going too fast near intersections -- Minnehaha & Thomas & Western	TPS	T	TF	
	Sub-total		4	
Not Applicable				
LRT construction	NA			
	Total		1	

Appendix C

Corridor-wide Maps of Survey Results







Appendix D

Sample Walkability Surveys: Paper & Online

WALKABILITY SURVEY

Making the Light Rail Your Own

By the DCC and Neighborhood Partners



*The District Councils Collaborative
of Saint Paul and Minneapolis*
dcc-stpaul-mpls.org (651) 528-8165



Questions? Contact Scott Vargo
scott@dcc-stpaul-mpls.org

Follow the conversation at:



@DCCstpaulmpls
#DCCWALK



District Councils
Collaborative

DOWNTOWN SAINT PAUL

This survey asks you to map the route to the future Central Corridor light rail station most convenient to you, walk the route, and answer questions about your walking experience.

HELPFUL HINTS

(1) Read the entire survey before you start

(3) Bring a camera or smartphone to take pictures

See free iPhone photo app on page 2

(2) If you like, complete the survey online at:

<https://www.surveymonkey.com/s/LJGZP7K>

(4) Focus on walking routes to the Central Corridor,
NOT on construction zones

Your Name _____

Gender? _____ Age? Under 13 13-18 19-30 31-45 46-65 66+

Your Address (optional) _____

Email (optional, to receive survey results) _____

CIRCLE ALL ANSWERS BELOW THAT APPLY

1 - Which station(s) will you use when the light rail opens? Union Depot Central 10th St

2 - What times of day will you walk to the station(s)? 6-9am 9am-4pm 4-6pm 6pm onward

3 - What days will you walk to the station(s)? Mon Tue Wed Thu Fri Sat Sun

4 -- When you use the Central Corridor light rail will it be to...

Get to work Run errands Exercise Visit friends Catch the bus Other _____

5 - If using a mobility device or stroller, please indicate type _____

6 - How often do you use public transit? Never Weekend 1-2 Times/wk 3-5 Times/wk Every day

7 - Describe who else went along with you on the walk _____



BRING THIS MAP WITH YOU ON YOUR WALK



To indicate your walking route:

DRAW A LINE from **YOUR STARTING POINT** to the **STATION**

If your starting point is off the map, please specify location at edge of map – ex. Milton/Selby

As you walk, map locations of problems and what you like.

Bring a smart phone or camera and take pictures of what you like and don't like!

Use the Imagine St Paul App or upload the pictures yourself on our website.

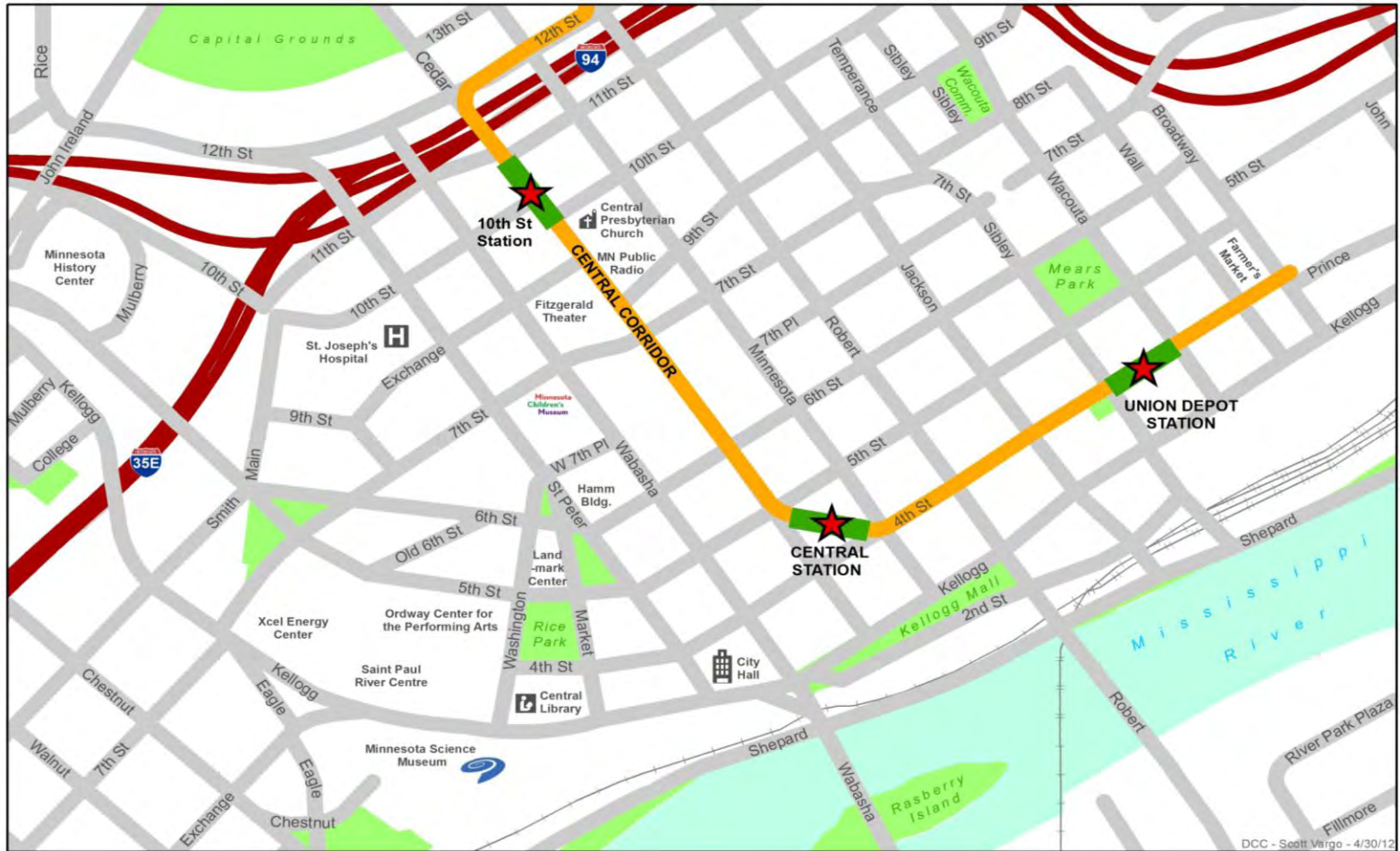


IMAGINE ST PAUL APP

Free on iTunes app store!

Lets you take pics of what you like or don't like on your walk and automatically uploads them to our site.

Use It! It's Fun and Easy!



PROBLEMS NOTED

(Mark locations on map with numbers)

- 1 – Sidewalk broken, cracked, uneven
- 2 – Sidewalk missing
- 3 – Sidewalk too narrow
- 4 – Area felt unsafe
- 5 – Bicycles were a nuisance
- 6 – Vacant house(s)
- 7 – Cars going too fast
- 8 – Streets hard to cross
- 9 – Area had no shade trees
- 10 – A lot of litter

Other notes _____

POSITIVE THINGS NOTED

(Mark locations on map with numbers)

- 11 – Sidewalks in good condition
- 12 – Places to sit or rest
- 13 – Crosswalks clearly marked
- 14 – Streets easy to cross
- 15 – Trees shade the sidewalk
- 16 – Felt safe
- 17 – Attractive/Pleasant walking
- 18 – Large strip of grass between street and sidewalk
- 19 – Bike lanes or share the road signs

Other notes _____



AFTER THE WALK, RANK YOUR WALKING EXPERIENCE



Date you walked this route: _____

What time of day did you walk? _____

TRAFFIC SAFETY

	NEVER	RARELY	OCCASIONALLY	FREQUENTLY	ALWAYS
1 – Did cars come to a full stop at stop signs?	1	2	3	4	5
2 – Did the <i>Walk</i> signal on stoplights allow enough time for you to cross?	1	2	3	4	5
3 – Do you think a person with a walker or stroller would have enough time to cross?	1	2	3	4	5
4 – Did drivers and bicyclists yield to pedestrians trying to cross streets with no signal?	1	2	3	4	5
5 – Did you have a clear view of approaching cars and bicycles at intersections?	1	2	3	4	5
6 – Did bicyclists ride on the street/in designated bike lanes?	1	2	3	4	5

PERSONAL SAFETY & SECURITY

7 – Did it feel as if cars were travelling at safe speeds?	1	2	3	4	5
8 – Did you feel safe walking to the Central Corridor LRT station?	1	2	3	4	5
9 – Did you feel safe crossing I-94 and/or major avenues or highways?	1	2	3	4	5
10 – If you felt unsafe, please note why and mark problem location(s) on map _____					

THE PHYSICAL ENVIRONMENT

11 – Were there sidewalks along your entire route?	1	2	3	4	5
12 – Were the sidewalks well maintained, level and easy to walk on?	1	2	3	4	5
13 – Did the sidewalks seem wide enough for a wheelchair or stroller?	1	2	3	4	5
14 – Did you think there were enough trees to shade your route?	1	2	3	4	5
15 – Did you think there were enough benches or places to rest?	1	2	3	4	5
16 – Were there ramps at street corners to accommodate wheelchairs or strollers?	1	2	3	4	5
17 – Did you find the walking environment clean, with little or no trash?	1	2	3	4	5
18 – If crossing I-94, was the road or pedestrian overpass conveniently located?	1	2	3	4	5
19 – Based on previous experience, are sidewalks well lighted at night and/or is snow cleared in winter? If not, describe problems and note location(s) on map _____					

General Comments About Your Walk _____



PLEASE WRITE ABOUT YOUR WALKING EXPERIENCE



What were the top three things that were pleasant about your walk?

1. _____
2. _____
3. _____

What were the top three problems you encountered?

1. _____
2. _____
3. _____

What changes or improvements would make your walk safer, easier and more pleasant?

Do you anticipate walking to your LRT station when service begins in 2014?

Yes

No

If no, what changes or improvements would encourage you to walk to the station?

Any other comments or ideas you'd like to share?

Congratulations! You've completed the survey. Thank you for your help.

PLEASE MAIL PAPER SURVEYS TO:

District Councils Collaborative, 1080 University Avenue W, St Paul, MN 55104

Or go to the DCC website (www.dcc-stpaul-mpls.org) to find a collection point near you.



FOR THOSE WHO ARE FEELING AMBITIOUS, GO ABOVE AND BEYOND!



We encourage you to document your walking route with video, photos, or an essay, poem, drawing, painting or cartoon. Upload your video, photos, or creative writing to: dcc-stpaul-mpls.org/content/walkability-survey-photos-video-and-creative-writing

The District Councils Collaborative wishes to thank the Saint Paul Foundation, the Bigelow Foundation, and the McKnight Foundation whose support makes this work possible.

*Thanks to
Everyone Who
Helped to Make
This Happen!*



*Special thanks
to the City of
Saint Paul for
printing the
surveys.*



DCC WALKABILITY SURVEY

BASIC INFORMATION

The Walkability Survey, spearheaded by the District Councils Collaborative (DCC), gathers feedback about your experience walking to a future Central Corridor station. Your responses will help support pedestrian-scale improvements that will make your walk to the light rail more enjoyable, convenient and safer. Please limit feedback about your walking experience to the route you chose to walk to the station.

If you are not familiar with walking to and from the Central Corridor, check out the [map](#) to see which station is within walking distance of your home or work, or visit our [calendar](#) to find a group walk to join. To fill out a paper survey, visit our [website](#) to download one or find a place to pick one up.

If you have any questions, email us at info@dcc-stpaul-mpls.org

HELPFUL HINTS

- 1) This survey asks about area specific information. Please keep feedback about your walking experience limited to the area around the station you walked to.
- 2) Focus on walking routes to the Central Corridor, NOT on construction zones
- 3) Bring a camera or smartphone to take pictures

About You

Age:	<input type="text"/>
Gender:	<input type="text"/>
Email Address:	<input type="text"/>

If using a mobility device (or stroller), please indicate type:

Do you walk to catch public transportation?

- ☐ Yes
- ☐ No

Walk Information

What date did you walk?	<input type="text"/>
What time of day did you walk?	<input type="text"/>

Choose the station that you walked to or from:

DCC WALKABILITY SURVEY

RANKING YOUR WALKING EXPERIENCE

ONLY rank the area around the station you choose to walk to, and do NOT focus on construction zones.

SAFETY

	NEVER	RARELY	OCCASIONALLY	FREQUENTLY	ALWAYS
From past experience, is there enough lighting at night to make walking feel safe?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If applicable, did the walking routes over or under I-94 feel safe?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Was the traffic going at a safe speed?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Did cars come to a full stop at stop signs to check for pedestrians and other vehicles?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Did the Walk signal at stoplights allow enough time for you to cross?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Did drivers and bicyclists yield to pedestrians trying to cross streets with no signal?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Did you have a clear view of approaching cars and bicycles at intersections?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Did bicyclists ride on the street / in designated bike lanes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall, did you feel safe walking to the central corridor?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

DCC WALKABILITY SURVEY

THE PHYSICAL ENVIRONMENT

	NEVER	RARELY	OCCASIONALLY	FREQUENTLY	ALWAYS
Were there sidewalks along your entire route?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Were the sidewalks well maintained, level and easy to walk on?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Did the sidewalks seem wide enough for a wheelchair or stroller?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Did you think there were enough shade trees to protect from the sun in summer?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Did you think there were enough benches or places to rest?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Were there ramps at street corners to accommodate wheelchairs or strollers?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Did you find the walking environment clean, with little or no trash?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If applicable, was the road or pedestrian overpass over I-94 conveniently located?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
From past experience, is the snow removed from sidewalks in this area?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

General Comments About Your Walk

DCC WALKABILITY SURVEY

MAP YOUR WALK

Here, you will mark the problems you encountered on your walk in a Google map.

[DCC WALKABILITY SURVEY MAP](#)

How to Work with the Map

- 1) click EDIT (big red box on top of left panel) and zoom to the area you walked using the slider or mouse.
- 2) Click the button that looks like a blue balloon. Move this blue marker to the spot that you want to make a note about. Click to place the marker there. A box will appear where you can add a title (such as: broken sidewalks) and more detailed description. Once you are done, click OK.
- 3) If you want to add more markers, repeat step 2. Once you have finished adding all of the markers you want, click DONE in the top-left part of the page, and close the map.

NOTE: Since this is a community map, you may accidentally move someone else's marker. If this happens, click the "undo" box that pops up at the top of the page.

Describe the locations where you encountered problems (optional).

DCC WALKABILITY SURVEY

BRIEFLY DESCRIBE YOUR WALKING EXPERIENCE

What were the top three things that were pleasant about your walk?

#1

#2

#3

What were the top three problems you encountered?

#1

#2

#3

What changes or improvements would make your walk safer, easier and more pleasant?

DCC WALKABILITY SURVEY

Congratulations! You've Completed the Survey. Thank You for Your Help.

We encourage you to document your walking route with video, photos, or an essay, poem, drawing, painting or cartoon. Be creative and have fun!!!

If you want, upload your video, photos, or creative writing to our website, [click here](#)

You can also return your paper survey or pick up a new survey at one of the locations listed below. We encourage you to do multiple surveys. This is a great chance to try out different routes to your closest station or to explore other areas of the city.

Loading...

View [Pick Up & Drop Off Locations](#) in a larger map

THE GREEN LINE WALKABILITY SURVEY

***Routes to Rails* in the Central Corridor**

**A Project of the District Councils Collaborative
of Saint Paul and Minneapolis
and Community Partners**

FOR MORE INFORMATION ABOUT THE SURVEY

www.dcc-stpaul-mpls.org/special-projects/walk

Like us on Facebook

Follow us on Twitter @DCCstpaulmpls

anne@dcc-stpaul-mpls.org or carol@dcc-stpaul-mpls.org



District Councils Collaborative of Saint Paul & Minneapolis
Central Corridor Resource Center
1080 University Avenue W. St. Paul, MN 55104
651-528-8165 -- www.dcc-stpaul-mpls.org